

SHERWIN WILLIAMS PAINTS
Brighten Up
ANDERSEN MEYER & CO. LTD.

The Hongkong Telegraph

(ESTABLISHED 1881)

ANDERSEN MEYER & CO. LTD.

8243 式拜禮號三十月五英港香 TUESDAY, MAY 13, 1919. 日四十月四 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

REUTER'S TELEGRAMS.

GERMANS RECEIVE PEACE TERMS.

MEETING LASTS FIFTY MINUTES.

Versailles, May 7.
The meeting of Allied and German Delegates, for the presentation of the Peace Terms, opened at three o'clock.
The actual presentation was made a few minutes later and the meeting terminated at 3.50 p.m.

THE BUDGET.

London, May 7.
The House of Commons has passed all the Budget resolutions.

VICEROYALTY OF CANADA.

EARL OF ATHLONE MENTIONED FOR THE POST.

London, May 7.
The Daily Mail says the Duke of Devonshire shortly retires from the Viceroyalty of Canada and the Earl of Athlone will be offered the post.
[The Duke of Devonshire has been Governor General of Canada since 1916. The Earl of Athlone, who is third son of the late Duke of Teck and the late Princess Mary Adelaide, was formerly Captain of the 7th Hussars and the Royal Horse Guards. He saw service in Matabele in 1896, the South African War, and the European War from 1914 to 1917. For his services in the Great War he was twice mentioned in despatches and awarded the C.M.G. decoration.]

ADMIRAL BEATTY'S SERVICES.

London, May 7.
In the House of Commons, replying to Commander Bellairs, Mr. Walter Long stated that Admiral Beatty was not offered the post of First Sea Lord, but hoped he would become First Sea Lord when the post fell vacant. Admiral Beatty was consulted on the naval policy since the Armistice. He was also invited, when he relinquished command of the Grand Fleet, to preside over an important enquiry as regard the future of our naval policy, but declined for personal reasons.
No immediate change in the First Sea Lord was contemplated. Admiral Wemyss enjoyed the complete confidence of the Government.

BRITISH ARMY ENLISTMENTS.

London, May 7.
In the House of Commons, Mr. Winston Churchill stated that enlistments since March 3rd totalled 89,000.

LORD READING RESIGNS AMBASSADORSHIP.

London, May 7.
In the House of Commons at question time, Mr. Harmsworth, announced that Lord Reading has resigned the Ambassadorship of America.

ESTHONIAN SUCCESS AGAINST BOLSHIEVICS.

ENEMY HOTLY PURSUED.

Copenhagen, May 6.
An Estonian communique states:—The Bolshevik offensive everywhere was repulsed. Six days' bitter fighting ended in the Estonians re-capturing the town of Ruju and capturing the town of Salisburg. The enemy is fleeing, being hotly pursued.

HUNGARIAN LEGATION PLUNDERED.

A SMART COUP.

London, May 7.
A message from Vienna states the capture of the Hungarian Legation in Vienna by the Hungarian anti-Bolsheviks, who seized over £5,000,000 intended for propaganda work, has created a tremendous sensation. The coup was carried out late in the evening by a group of armed Hungarians, chiefly ex-officers, who seized and searched the Legation during the absence of the Hungarian Minister. Two assistants, on entering the building, were promptly arrested and conveyed to the cells of the Franciscan Convent.
The fury of M. Belakun and the Soviet Government, on learning the news, was unbounded. A violent protest was made to the Vienna Government, with the result that the police liberated the Minister and his assistants, occupied the Legation and arrested five officers who had remained in the building, also a number of Communists, who were compromised by papers found in the Legation.

FEDERAL HOME RULE.

DIFFICULTIES OF THE SCHEME.

London, May 7.
"At a meeting of the House of Commons to consider Federal Home Rule yesterday, Mr. Walter Long said there were two considerations in favour of the resolution—firstly, congestion of business in the House of Commons; and secondly, his experience at the Colonial Office, where representations in favour of it were made to him at different times by Overseas Ministers. He read a letter from Mr. Austen Chamberlain, who was unable to attend, saying he saw how the insuperable financial difficulties of the scheme.
Mr. Long also thought that the reform of the House of Lords was closely linked with the question of Federal Home Rule.
Mr. Ronald McNeill, on behalf of Ulster, protested against the scheme, expressing surprise on hearing a Home Rule speech from Mr. Walter Long.
A resolution was submitted.

REUTER'S TELEGRAMS.

ITALY AND FIUME.

INVITED TO RESUME PEACE DELIBERATIONS.

Paris, May 5.
Well-informed Paris circles state that an invitation has been sent to the Italian Delegation to resume work at the Peace Conference. The invitation was made conjointly by the French and British Peace Delegations.—Havas.

SATISFACTORY BASIS FOUND.

Paris, May 7.
The French Ambassador at Rome has proposed to Italy that she administer Fiume under mandate from the League of Nations until 1923, when a port a few miles distant will be built for the Jugo-Slavs, whereupon Fiume will belong to Italy.
Italy has agreed to re-open discussions on this basis.

INCREASE IN GOVERNMENT TELEGRAMS.

POSTMASTER-GENERAL ON THE POST OFFICE LOSS.

London, May 7.
The Postmaster-General, speaking at a dinner given by the Newspaper Society, announced that he proposed to spend from £6,000,000 to £7,000,000 on the telephone service, in the coming year.
Referring to the great increase in Government telegrams during the war, he said that private messages had also increased by 10 per cent. All the services were suffering from worn-out plant. They would be restored in the course of time, but patience must be exercised. He added that the loss on the Post Office during the coming year would be the greatest on record.

IF GERMANY ATTACKS FRANCE.

BRITAIN AND AMERICA TO HELP.

Paris, May 7.
An official announcement says that, supplementary to the securities in the Peace Treaty, President Wilson has pledged himself to propose to the Senate and Mr. Lloyd George has pledged himself to propose to Parliament, an engagement, subject to the approval of the Council of the League of Nations, to go immediately to the assistance of France in the event of unprovoked attack by Germany.

THE PEACE PRELIMINARIES.

FRENCH APPROVAL OF THE TERMS.

Paris, May 5.
The Peace Preliminaries were set before the French Council of Ministers yesterday, sitting at the Elysee. The deliberations lasted from 10 o'clock to after one o'clock. Unanimous approval was expressed respecting the announcements on the complex financial questions, the clauses about reparation for damages, the special terms imposed to provide pensions, the military, economic and financial guarantees and the precautions taken to ensure fulfilment of the Treaty.—Havas.

AUSTRIA'S FUTURE.

TWO ALTERNATIVES FOR HER.

Paris, May 5.
Considerable satisfaction is felt in French diplomatic circles at the decision by the Council of Three to insert in the Peace Treaty a clause by which the German Government will be called upon to disinterest itself from any future agreements the Allies may come to with Austria-Hungary, Bulgaria and Turkey. The Austrians will be able to decide whether they prefer to accept the Allies' plan, becoming a neutral Republic, like Switzerland, or to throw in their lot with debt-ridden Germany.—Havas.

REUTER'S TELEGRAMS.

THE SHANTUNG DECISION.

CHINESE DELEGATES BEMIDDERED AND AGGRIEVED.

Paris, May 5.
The Chinese Delegation has issued a statement ending as follows:—"The more the Chinese Delegation studies the proposed settlement with Japan, the less it understands its meaning and purpose and the more it feels aggrieved."—Havas.

FOOD CONTROL AT HOME.

SOME PERMANENT REGULATIONS.

London, May 6.
In the House of Commons, the Food Controller stated that the Premier's anticipated saving of four shillings weekly in a working family's budget by early summer had already been more than realised. We had freely placed at the disposal of the Allies all our resources for securing adequate supplies of essential foodstuffs.
The Food Ministry might be wound up about the middle of November, as home-grown meat would be decontrolled by the end of September. However, the control of milk, the development of national kitchens and the regulation of prices as affected by trusts and combines should be regarded as permanent.

THE SILVER-MARKET.

EFFECT OF REMOVAL OF CONTROL.

London, May 9.
Messrs. Samuel, Montagu and Company's report, dated yesterday, states:—Following the American Government's announcement of the removal of the maximum price, business has been done in America up to 102 3/4 cents.
It appears that an intimation was given simultaneously that export licences would be freely granted. Although two days have elapsed since the announcement was known here, control at the time of fixing to-day has not been removed. Business meanwhile is absolutely suspended, as London quotations are calculated upon the now fictitious basis of 101 1/4 cents and have no relation whatever to the actual value of silver. Shanghai exchange has risen to a 5a.10 1/2 tael.
[Note.—The above reflects the situation prior to Mr. Chamberlain's announcement of the 8th instant.]
Silver is quoted at 53 1/2d. buyers. The market is firm.

SALE OF BRITISH WARSHIPS.

150 TO BE DISPOSED OF.

London, May 7.
In the House of Commons, replying to Lord Curzon, Dr. Macnamara stated that since the Armistice only one British warship, namely a light cruiser, had been sold—in India—but arrangements were proceeding for the sale of a further eleven warships. He also hoped shortly to dispose of a further 150 warships. All these vessels were obsolete. Vessels of fighting value would be sold under a pledge that they would be broken up.

WARNING TO EGYPTIAN STUDENTS.

Cairo, May 6.
General Allenby has issued a Proclamation that the Government Colleges and Secondary Schools will be closed till next term unless the students return immediately.

THE TASK OF THE BOLSHIEVICS.

WHAT THEY HAVE ACHIEVED.

Stockholm, May 6.
A message from Petrograd says that M. Lenin, in a speech, which was placarded throughout the city, said the Bolsheviks had performed half their task, namely, victory over the "Bourgeoisie," but a more difficult half was only beginning, namely, a world revolution, which depended on the Bolshevik victory over the Imperialists. The Bolsheviks were resorting to every means to carry out mobilisation, but the results were not satisfactory. For example, regiments proceeded to the front with barely 500 men, a half of whom desert en route.

To-Day's Exchange.
The closing rate of the dollar on demand to-day was 48.45.
The Weather.
Forecast.—Rain, Breeze.
53.75. Temperature 2 p.m.—71.
Humidity 2 p.m.—91.

LEST WE FORGET.

A further case of callous disregard for the lives of non-combatant seamen has now come to light. The British steamship, North Wales, proceeding in ballast from Hull to Canada, was reported by the German Wireless Press on November 1st as having been torpedoed. Beyond one piece of varnished wood marked North Wales found in Seamon Cove, and bodies washed ashore on the Cornish coast, nothing further has been heard of her, and it is presumed that the crew took to their boats in the gales raging at the time and were drowned.—Announcement made by the Secretary of the Admiralty on German submarine savagery, January 5, 1917.

ANOTHER BRUTAL MURDER.

A GRUESOME DISCOVERY.

The body of a middle-aged Chinese woman was found, near No. 3, Bridge, King's Park, late this morning, showing all the evidence of a brutal murder having been committed. The body contained stab wounds in many places and in one of the wounds the blade of a knife was found. The perpetrator of the act left no clue by which he might be traced, and there was no evidence to show the motive for the murder.

DAY BY DAY.

Telegraphic advice from the Pacific Mail's Manila office state that the Colombia left that port on Monday morning and will arrive here about to-morrow noon.
Owing to their departure being delayed by lack of shipping, the Banvard Company have added another comedy "Off to the Front" to their programme. This will be staged on Friday, as well as at a matinee and at night on Saturday.
The body of a Chinese female, about 45 years of age, was yesterday found floating in the harbour near the Sai Kung Wharf. The body was in a decomposed state and was sent to the Mortuary to await identification.

Mr. Liang Yun-kuei, the president of the proposed Canton-Macao Railroad Company, has already got subscribed some 60,000 shares and the company has also been registered by the Minister of Communications of the Constitutional Government. The line is about 55 miles long from Canton to Macao and the shares are at \$50 each.

"I believe the hawk is a nuisance over there," said Sergeant Murphy to Mr. E. O. Hutchinson this morning. The nuisance in question was a sorry specimen of humanity. He was swarthy, with a large nose, and his stature was of such dwarf-like proportions that he could only just pop his head above the dock. The man was fined \$1 for hawking without a licence.

DON'T FORGET.

TO-DAY.
Theatre Royal—Banquet Co. presents "Hells Hawaii"—8.15 p.m.
Victoria Theatre—8.15 p.m.
Grand Theatre—8.15 p.m.

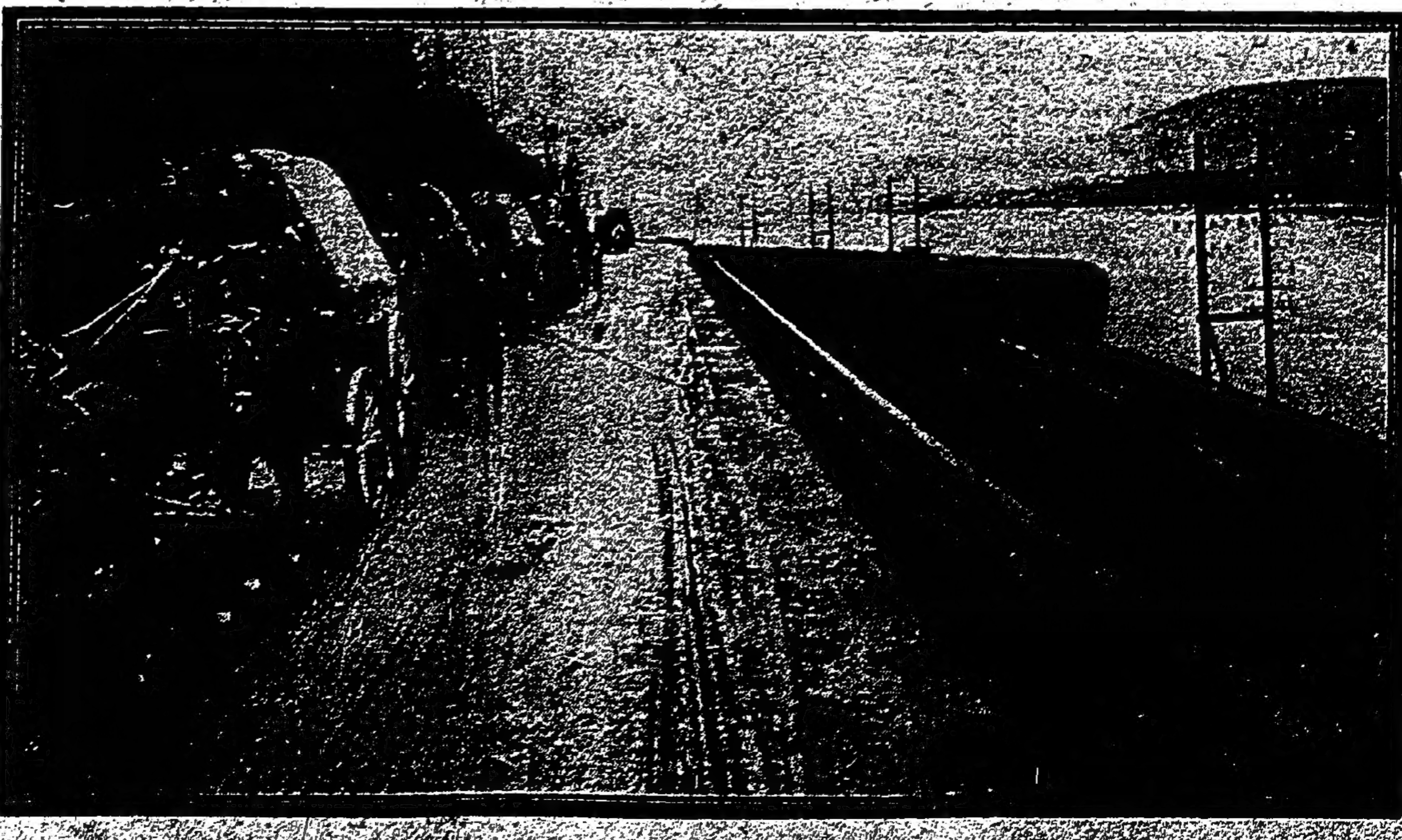
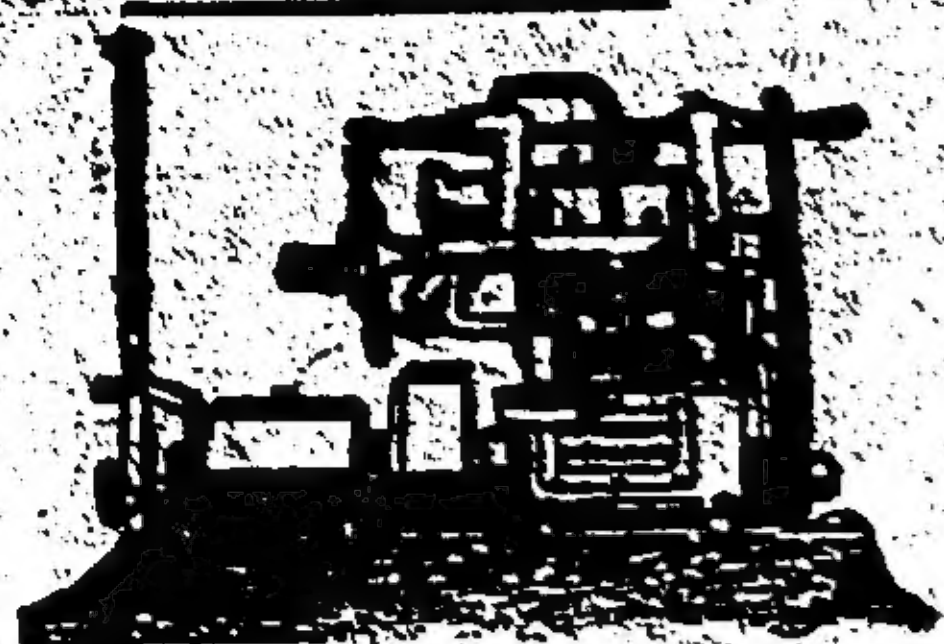


Photo: Tientsin Press.
ON THE RHINE.
The above photo shows the first German army units on the river bank at Cologne, Germany, on the left bank of the Rhine, after the Peace Treaty. The Allies are to occupy the German territory between the Rhine and the Moselle.

NOTICES



**THORNYCROFT AND KELVIN
MARINE MOTORS.**

DEMONSTRATIONS AND FULL PARTICULARS ON APPLICATION TO
DODWELL & CO., LTD.
MACHINERY DEPARTMENT.



**Malthoid
Roofing**

SOLE AGENTS—
BRADLEY & CO., LTD. (MACHINERY DEPT.)
QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment—
Principal features: Small Premium, Liberal Surrender Value,
No Medical Examination, Return of Premium in the Event of
Death, and Numerous Options at the Age of 25.
WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO., LTD. Agents.

THE HONGKONG ROPE MANUFACTURING CO., LTD.
ESTABLISHED 1883.
MANUFACTURERS OF

PURE MANILA ROPE

3 STRAND 1 1/2 to 1 3/4" CIRCUMFERENCE
CABLE LAID 5" to 15" CIRCUMFERENCE
4 STRAND 3" to 10" CIRCUMFERENCE
Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application.
SHEWAN TOMES & CO., General Managers.

**LIME JUICE
CORDIAL.
SIRDIR**

SOLE AGENTS:
**CALDBECK
MACGREGOR
& CO.**

No. 15, Queen's Road, Central.
Telephone No. 75.

**HONGKONG JAPANESE
MASSAGE ASSOCIATION.**

Mr. S. SUGA Mrs. A. SUGA
Mr. I. HONDA Mrs. S. HONDA
8 Queen's Road Central,
Hongkong.

METALS

of all kinds, especially for ship-
building and engineering works.
Largest and best assorted stock
in the Colony.

SINCON & CO.,

(Established A. D. 1880.)
110 LUNG ST. Phone 515

**MEE CHEUNG
ICE HOUSE STREET.**

FOR—
EXPERT PHOTOGRAPHY
DEVELOPING, PRINTING,
ENLARGING A SPECIALTY.

STORE OPPOSITE CITY HALL.

**THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3**

THE NEW PERSON REMEDY.
Largest and best assorted stock
in the Colony.

**NORTH BRITISH
AND
MERCANTILE
INSURANCE CO.,**

in which are vested the shares of
**THE OCEAN MARINE INSURANCE
CO., LTD.**

**AND
THE RAILWAY PASSENGERS
ASSURANCE CO.**

The Undersigned AGENTS for
the above Company are prepared to
ACCEPT RISKS against
FIRE at Current Rates,
SHEWAN, TOMES & CO.
Agents.

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. net
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1916.

MASSAGE HALL

23, FLOWER STREET.
MR. T. TAKAYE,
MRS. MORITA.
CERTIFICATED MASSAGE.
FACILITY FOR THE OILY OILS
OF THE OILS.

LONDON DIRECTORY.

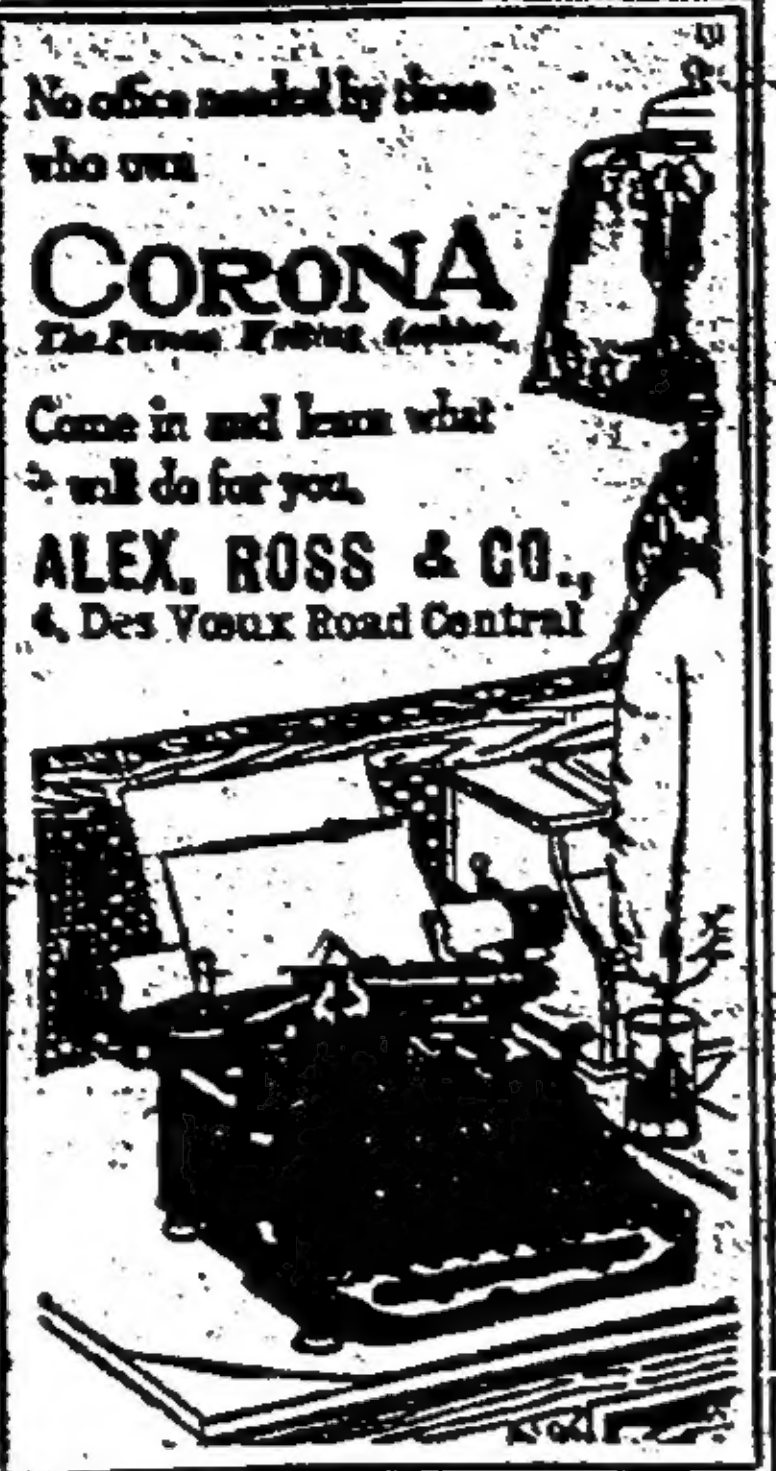
(Published Annually)

able to be printed under each trade in
which they are interested at a cost of £1
for each trade listing. Larger advertising
space from £5 to £12.

A copy of the directory will be sent by post
on receipt of postal order for £1 10 s.

THE LONDON DIRECTORY, 20, LTA

8, Abchurch Lane, London, E.C. 4.



No office needed by those
who own
CORONA
The Perfect Writing Machine.
Come in and learn what
it will do for you.
ALEX. ROSS & CO.,
4, Des Voeux Road Central.

WHEN THE STATE IS OWNER.

**WORKERS' PLACE IN NEW
ORDER.**

"Journeyman" writes as
follows in the *Daily News*—
Sir Eric Geddes, when he
moved the second reading of the
Ways and Communications Bill
in the House of Commons, dwelt
at great length on the urgent
need for "unification" of the
railway service. Mr. Justice
Sankey and his colleagues, in
their Interim Report from the
Government side of the Coal
Commission, are equally emphatic
about the need for unified man-
agement of the mines. But both
Sir Eric Geddes and Mr. Justice
Sankey are most careful to avoid
using the word "nationalisation,"
or committing themselves to the
principles of national ownership
and national management. They
realise the absolute necessity of
some sort of unification; but they
are obviously unwilling to com-
mit themselves to nationalisation,
and, anxious, if possible, to find
some other way out of the
difficulty. What is the reason
for this reluctance?

NATIONAL TRUST IMPOSSIBLE.
It is not enough to explain this
attitude as merely the outcome
of a desire not to interfere with
the "rights of property, although
undoubtedly that desire does play
a part. It is also a fact that
most people are profoundly
suspicious of the State as an
industrial entrepreneur, and ex-
ceedingly fearful of falling out of
the fryingpan of competitive
private capitalism into the fire of
bureaucratic inefficiency. Most
people see clearly that it is im-
possible to leave the mines and
industries under purely private
control, and realise also that the
present system of partial State
control is very wasteful and es-
sentially temporary. But they
do not want nationalisation if
another solution can be found.
There are therefore tempted to
make play with the idea of a
national trust, in which mine-
owners and miners, railway com-
panies and railway workers,
would enter into a sort of partner-
ship for a unified control of the
service concerned.

This solution, however, is seen
to be impossible for two different
reasons. If the miners and the
mineowners, or the railway com-
panies and the railwaymen
would agree to enter such a
partnership they would clearly
yield in common such a power
that the community could have
no adequate safeguard against
being exploited by them. Gigantic
trusts of Capital and Labour
might be more efficient than the
present system, but the day of
their creation would certainly be
a black day for the consumer,
that is, for the general public.
The other reason is even more
final. Neither the miners nor
the railwaymen have the smallest
inclination to enter such a part-
nership. Their demand is that
the mines and railways shall be
nationally owned, and run, not
for private profit, but for the
public benefit as national
services.

STATE PARTNERS.
This may seem to bring us
back to nationalisation with all
its attendant dangers of bureau-
cracy. But both the miners and
the railwaymen are quite clear
upon this point. They are no
more "in love with bureaucracy"

than the rest of the public, and,
while they want and indeed in-
sist on national ownership, they
have no desire to see the mines
or the railways "autocratically
administered from an office
in Whitehall. Both the Miners'
Federation and the National
Union of Railwaymen have cou-
pled with their demand for nation-
alisation a claim for a share in
control; and it is significant that,
while Mr. Justice Sankey refuses
to make up his mind at once upon
the question of nationalisation,
he has no hesitation in
pronouncing in favour
of the miners' demand for a share
in control. He seems to contem-
plate the sharing of control by the
miners either with the mine-
owners or with the State; but the
miners are quite clear in their
own minds—and so are the rail-
waymen—that the State is the
proper body with which they
should share control.

May not this provide the way
out of the public's difficulty? The
public dislikes the idea not of
national ownership, but of
bureaucratic management. If the
State nationalises the mines or the
railways the problem will be
that of devising some method of
management which is at once
efficient and democratic. Surely
the way to do this is to enlist the
active co-operation in the task of
the workers engaged in these
vital services and of their Trade
Unions. I know that there are still
many people, especially among
those who have Collectivist
sympathies, to whom this seems
a dangerously revolutionary
idea, hardly to be distinguished
from Syndicalism or Bolshevism
or whatever the latest name for
the lowest ring of Dante's inferno
may be. But it is in fact a very
different thing; for the proposal
is that the State should own the
mines and the coal that is gotten
from them, the actual work of
managing and organising the
supply being largely and to an
increasing extent delegated to
the miners themselves. No
one pretends that such a system
can be established completely at
once; it is indeed rather an ideal
to which a gradual approach
should be made than a proposal
immediately to be applied in full.
But it does provide a safeguard
against bureaucracy, and also a
means of enlisting the active help
of the workers in making industry
as efficient as possible.

WORKING FOR THE COMMUNITY.
This is really the crux of the
problem. If the mass of the
people are really to have better
conditions and a higher status,
and not merely wages that are
nominally higher, it is vital that
the efficiency and productivity of
industry should be greatly in-
creased. How can this
be done unless the workers
are actively interested and
enlisted in the task? And is it
not the case that the most likely
way of enlisting their sympathy
and active help is not merely by
offering them higher wages, but
still more by giving them the
feeling that they are really
public servants, working freely
for the community and to the
greatest possible extent control-
ling the conditions under which
they work? In my view, this is
the only real solution of the
problem of unrest, and the only
real way of securing that increase
in efficiency and output which
is so urgently demanded in the
national interest.

"PUBLIC UTILITY" HOUSES.

A LANDLORD'S OFFER.

In the following article to the
Daily News, the writer—a
landlord, as he explains, just
within Greater London—outlines
a scheme for the formation of a
Public Utility Society, such as
Dr. Addison refers to in his new
Housing and Town Planning Bill,
to develop 100 acres of suitable
land, make bricks, quarry stone,
and provide material at nearby
cost, and build houses on econo-
mical and practical lines to let at
about £45 a year.

I am at one with your corre-
spondents who complain of the
Government's delay in getting
forward with their housing
scheme. The scheme ought to
have been ready on the signing of
the armistice, the new sites have
been laid out by the New York,
and the concrete now be in process
of being wheeled into the founda-
tions, ready for the first batch of
bricks brought hot from the kiln
or clamp in the early summer.
Instead, as things are, it is un-
likely that any serious housing will
be started before the autumn, at
earliest, or that any considerable
number of houses will be ready
before next March.

But even then, what of the
position of "would-be" tenants,
such as "Hunter," who wrote in
your issue of March 3, complain-
ing of having to live in lodgings
and warehouse his furniture?

The Government, rightly in my
opinion, intend to work mainly
through the local authorities. On
the one hand, there are a number
of localities with a great local
demand. On the other hand, it
is admitted that at present prices
workmen's housing cannot be
made to pay, and the Government
and the local authority both
propose to subsidise housing.

THE MIDDLE-CLASS HOME.
It is obvious that, in these
circumstances, the renting of
houses built by the local authori-
ty will be looked upon as a
privilege, and this privilege will
first be offered to those whose
work is wanted in the district.
The tendency will also be for the
poorest of the manual workers to
be served first, and a compara-
tively small number of the well-
fitted five or six-roomed
houses, which are demanded by
the clerks or artisans, will be
erected, and these will at once be
snapped up by the men on the
spot.

For the clerk or business man
looking for a house in a
residential district not too far
from his work in town, the
scheme of building by the local
authorities will be of little use.
His only chance is the Public
Utility Society; but, if this is to
build for him under the new con-
ditions, he must recognise the
limits of the problem. These are
that labour and materials are
dear, the current rate of interest
is high and the Public Utility
Society, though it must not work
at more than a small profit,
cannot work at a loss.

Either the tenant or the
Government must shoulder the
burden of higher prices. I think
that the Government may fairly
be asked to help in the matter of
the rate of interest, and by the
provision at cost of such materials
as joinery lead and glass which
can be supplied wholesale.
Beyond this I do not think that
Government can be expected to
go; and I am afraid that the
tenant will be left to bear a much
larger burden than he will like
or expect.

THE IDEA IN DETAIL.

I am a landlord, just within
Greater London; and, if the
Government finance it, am pre-
pared, with my friends, to form a
Public Utility Society and develop
at least 100 acres of suitable land,
if there is what the old econo-
mists called an effective demand
for the houses to be built upon it.
I make bricks and tiles, burn
lime, quarry stone and dig sand
and gravel, and I have available
a fair amount of hard wood tim-
ber. I am therefore able to offer
an unusual quantity of the
necessary local material at nearly
cost.

After some considerable ex-
perience in building, I have hit
upon a plan which I think is
about as economical as possible
for a cottage, well built, comfort-
able, and not cramped by the
old-fashioned back addition. It
gives a kitchen, small parlour,
scullery, larder and coal-house
on the ground floor, one large
bedroom and one smaller, a bath-
room, and a water-closet, on the
first floor, an attic room for the
boys, and perhaps a small box-
room. I propose to lay on hot
and cold water to the bath-room,
necessitating a high-pressure
boiler, and to wire for electric
light, or pipe for gas, at option.
Before the war such a house
would cost £250 or less. I have

NOTICES

**PREMO
CAMERA**

\$1.50 ONLY

Kodak Catalogue Free on
application

A. TACK & CO.

26, Des Voeux Rd. Central.

**THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.**

(Capital Paid up—\$1,250,000)

Loans on Mortgage of House Property, in
Guangdong, Hongkong, Shanghai, and
elsewhere in China, and on Warehouse Receipts
and other securities. The Company is a
limited liability company of the
Republic of China, and is registered in
the Republic of China and in Hongkong.
SHEWAN, TOMES & CO.,
General Managers.

DELICIOUS ICES

There is nothing more refreshing
than hot, sticky days than nicely
made "ices," especially if they are
prepared **THE ALEXANDER CAFE**
WAY. Let us prove our's are best.

THE ALEXANDER CAFE

DRAGON MOTOR CAR CO.

HEAD OFFICE & GARAGE—24 & 25 DES VOEUX RD., CEN.
BRANCHES 157 PRAYA EAST & 26 NATHAN RD., KOWLOON.

SOLE AGENTS FOR—

"CHANDLER," "HUDSON," "OVERLAND"

AND

ELGIN MOTOR CARS

HARLEY DAVIDSON MOTOR CYCLES

AGENTS FOR STERLING TYRES

NEW CARS & TYRES IN STOCK

TEL. 482. BEST CARS IN THE COLONY TEL. 482.

FOR HIRE.

WHAT IS SEDITION?

**LORD CHANCELLOR
QUOTED BY SOCIALIST.**

just reckoned up the quantities
on a post-war basis, and find that
it will now cost about £500.
Land, roads and drains would
cost, say, another £50 I am in
hopes that if the Government
provide some of the material at
cost, the cost of building may be
reduced, say, by £50, leaving the
cottage and land, etc., at £600.

AN ECONOMIC RENT.

If the Government lend at 5
per cent., and the Society put up
the balance at the same rate, the
charge for interest alone is £30.
Anything less than 5 per cent., at
present day would mean lending
at a loss. But suppose that the
Government rate is 4 per cent. on
three-quarters of the cost, the
annual charges then work out as
follows:

Four per cent. on £450...	£18 0 0
Five per cent. on £150...	7 10 0
Sinking fund at one per cent.	cent
Landlord's repairs 1-6th (income tax basis)...	5 5 0
Insurance and sundries, say	15 0
	£37 10 0

This is on the lowest possible
computation. At the higher rate
the figure is about £45; and on
top of this come rates, water, light
and heating; rates alone at least
1-3rd, probably more. In other
words, the would-be tenant is hit
twice over, first by the dearthness of
materials and labour, and second
by the high rate of interest. As a
result he will have to pay about
double what he paid before the war,
and in addition will have to do
most of the internal repairs, as
the income tax allowance of 1-6th
is only about sufficient to cover
keeping the structure in order.
I should be glad to hear from
your readers their criticism on
these figures, and to learn what
the demand for other than sub-
sidised housing is an effective one.
SILEX.

BURNED TO DEATH IN BED.

The Rev. Edward Parry, pastor
of the Presbyterian Church, at
Newtown, Montgomeryshire, for
nearly 40 years, and Miss Mad-
dins, at whose house he lodged,
were both burnt to death in a fire
at Miss Maddins' house, Aely-
bryn, Newtown, recently.

William Foster Watson, a well-
known Socialist writer, was
charged at Bow-street recently
for having made use of language
calculated to cause disaffection
amongst the civil population.
The occasion was a speech at the
"Hands Off Russia" meeting at
the Albert Hall on February 8.
In support of the prosecution
it was stated that Watson, in his
speech, advised his audience to
seize upon every little bit of in-
dustrial unrest that manifested
itself in any part of the country,
and to use their efforts to extend
the unrest over other industries.
They were to get people discon-
tented in every workshop and
induce them to make demands
upon the employing class that it
was impossible to comply with, so
as to render it impossible for that
class to carry on. The Soldiers
and Sailors' Councils would be
carried in, who would form an
army to be prepared, if necessary,
to make the supreme sacrifice for
their principles.

Mr. George Lansbury, editor
of the *Herald*, gave it as his
opinion that the speech com-
plained of was not seditious. It
was the business of Socialists to
make people discontented with
bad social conditions, and in his
view it was tomfoolery to bring
Watson before the Court.

Speaking from the dock,
Watson quoted passages from
the speeches delivered by Sir
Edward Carson, M.P., and Sir F.
E. Smith, M.P., (now Lord
Birkenhead and Lord Chancellor)
during the Ulster trouble before
the war, and he argued that if
they were allowed to go free he
was entitled to the same treat-
ment.

GENERAL NEWS.

THE ORATORY'S WIFE

The East Ham War Pensions Finance Committee recently decided that the wife of a conscientious objector serving a sentence of nine months' imprisonment at Wormwood Scrubs was entitled to separation allowance. Mr. Allwright, a Labour member, pointed out that the man was technically a soldier or he would not have been tried by court martial. The wife, moreover, could not be held responsible for the acts of her husband.

WELCOME HOME.

Lieutenant Colonel J. Obed Smith, Commissioner of Emigration for Canada, states that a hearty welcome is being prepared in the Dominion to the 30,000 or 40,000 British brides of Canadian soldiers who are awaiting means of transport to their new homes. Parties of women from all the big cities meet the steamers at the home port and travel with those brides who are going to their particular district, while in addition all the women's societies in the Dominion are devoting their energies to ensuring the welfare of the travellers.

SECRET DOCUMENTS STOLEN.

The Daily Express reported a sensational robbery which was carried out at Paddington Station on March 13. A bag containing documents and contracts of considerable importance, in addition to numerous valuables, was removed from a compartment in an express train bound for Bristol. The owner of the bag, it is stated, occupies a very prominent position in the country, and the circumstances under which the bag vanished are, at present, a mystery. Chief Inspector Savage and other officers of the C.I.D. investigated the affair, but had failed to discover the thieves.

GUERNSEY STATES TO BUY THE ISLAND OF HERM.

Herm, one of the Channel Islands which before the war was leased to a German company (the West Bank Lignite, Ltd.), and was subject to Prince Blucher von Wahlstatt, was the subject of discussion by the Guernsey States, who decided to make representations to the Government for its purchase. The island is a mile and a half long and half a mile broad and contains about 320 acres. Its principal attraction to visitors is its shell beach, covered with shells which form a bank three quarters of a mile wide. It dominates St. Peter Port and St. Sampson and the main channel for shipping.

COMRADES OF THE WAR.

A pleasant feature of the "after the war" era is the setting up of innumerable regimental and divisional associations. The "Devil's Own" are thinking of establishing a permanent club of their own. In some cases it is merely a question of a dining club, and in others just an annual dinner; but in all the schemes there is the common link of a desire not wholly to lose touch between the comrades of the war who are now being scattered so widely. These meetings should have their own use, apart from their immediate purpose, in promoting a better understanding between the various classes of society; and they will keep green the fragrance of real chivalry.—Exchange.

BRITISH RUBBER INDUSTRY.

Mr. B. D. Porritt recently delivered an address before the Society of Arts, London, in which he pointed out that Great Britain's predominant position in the rubber world is hers as a producer, not as a manufacturer. Some 75 per cent. of the raw rubber of the world is now supplied by the British Empire. Speaking from the manufacturer's standpoint, Mr. Porritt did not attempt to disguise his regret that Great Britain, though second as a manufacturer, is quite hopelessly behind the United States of America. America consumes 177,000 tons to Great Britain's 26,000 tons. The contrast marks the British rubber trade, however important in itself, comparatively insignificant. The British manufacturer will have to strain every nerve if he is to make up leeway. Everything, in Mr. Porritt's opinion, depends upon technical efficiency. With that at command, the British manufacturer has an "almost undeveloped field" open to him. "When we consider that the population of the Empire is estimated at over 400 millions, or one quarter of the entire world, ample scope should exist for future expansion whether it be by an increased export trade from Great Britain

NOTICE.

Twice Welcome when You Bring Victor Records

No matter how entertaining you are, you link yourself with the greatest of all entertainers when you bring with you some records for the Victrola.

Everybody likes to hear new Victor Records because they bring the art of the world's greatest singers and instrumentalists into the home. Your thoughtfulness and good taste will be appreciated and the records will give permanent pleasure.

Drop in the next time you pass this way and let us play records that will please you and your friends. We have a very fine stock and it will be a pleasure to serve you.



MOUTRIE'S

Exclusive Agents.

DON'T

risk the consequences through

NEGLECT

in failing to protect glasses to prevent the strain on

YOUR EYES

Let us fit you with just the glasses you need without delaying

A DAY LONGER.

N. LAZARUS

OPHTHALMIC OPTICIAN

25, Queen's Road, Central.

SPAIN.

ROLE IN THE NEW WORLD.

"I had an important interview with the Prime Minister, Count Romanones, and obtained from him the reasons which led to his recent resignation, which the King declined to accept, says Mr. Edwin Cleary, the special correspondent of the Daily Express. The count said:—

"Obstructionist tactics were coupled with the taunts of these factional leaders who had promised their loyal support to the Government in order to pass the Budget, and other urgent legislation became unbearable. It was clearly impossible to proceed along these lines if Spain was to be ready to take her place in the new society of nations. I was therefore reluctantly compelled to lay before the King the resignation of the Ministry. This explains the recent crisis. It will also explain why the King declined to accept the resignation of the Cabinet, reiterating his confidence in my programme and insisting on my remaining at the head of the Government."

"To this end, and with the full sympathy and support of the King, the Government has gladly taken the initiative in the construction of a direct double-track railway from the French frontier to the port of Algiers. The scheme has already passed the Senate, and is now before Congress."

"This railway will be the connecting link between Europe and Africa, and, with the development of African lines, it will become the short route to the Cape, the Congo and South America. It will be Spain's contribution to the rapid development of world commerce and the opening up of Africa. Our country has reaped great financial profit through its maintenance of neutrality in the war, and we are now glad to repay in part our debt to the Allies which made this possible, and assume our share of the burden in the development of new and profitable commercial markets by constructing this essential artery of commerce. While all the world will equally reap the benefits Great Britain and France, the two greatest manufacturing nations, will receive the major profits in Morocco and the occupation of our own territory."

Prepaid Advertisements.

ONE CENT PER WORD FOR EACH INSERTION.

Advertisements not prepaid shall be charged at the rate of two cents per word.

WANTED.

WANTED:—European to take charge of Export Department. Thoroughly experienced men only need apply. Good prospects for suitable man. Apply 165 c/o "Hongkong Telegraph."

WANTED:—English Governess (present Shanghai) is willing to take charge or help with children on holiday July and August. Very capable. Apply Box 167, c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE:—Indian Motor Cycle and sidecar—1917 Electric Model. Power Plus. Perfect condition. Apply Box 166 c/o "Hongkong Telegraph."

TO BE LET.

TO BE LET.

TO BE LET:—For nine months furnished house at the Peak, five rooms, from 1st July. Apply to Box 168 c/o "Hongkong Telegraph."

TO BE LET:—A 5 roomed house in Conduit Road from 1st May next. For particulars apply to

H. M. H. NEMAZEE,
1, Des Voeux Road.

THE STANDARD OF EXCELLENCE AND RELIABILITY
HOWE SCALES

LARGE VARIETY OF VARIOUS TYPES IN STOCK.

MUSTARD & CO.,

4, DES VOUEX ROAD CENTRAL.

TELEPHONE 1116

AGENTS IN HONGKONG, AMOY, SWATOW AND CANTON.
BRITISH AMERICAN TOBACCO CO.MACARONI PASTE, STARS, EGGNOODLES, VERMICELLI,
AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions. Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agents. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 & 48, Connaught Road, Central, Hongkong; Telephone No. 1239 & 2230
Principal Factory: No. 71, North Soochow Road, Shanghai; Telephone No. 2352
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong
Cable Address: "HINGWAH"

COLONIAL DISPENSARY
CHEMISTS.

14 Queen's Road, Central.

We beg to inform the Public that before Buying Cologne to please call at the French Store. We have Eau de Cologne for Bath and Friction put up in ordinary quart bottles at moderate prices.

Eau de Cologne Quart size at \$2.50 Ordinary

" " " " " " \$3.00 Superior

" " " " " " \$3.50 " (Bottle)

THE FRENCH STORE.

Spain will also participate in this by reason of our position and interests in Africa and our cultural bonds with Spanish-American countries. The Government has other development plans which it hopes to carry out as soon as possible, and which will demonstrate to the world that Spain fully realises her international obligations and her geographical trade position, and is prepared to meet them for the common good."

The attention of the count was invited to the agitation in the French Press over the proposed exchange of Ceuta for Gibraltar. In explanation he said:—"In this wish is apparently rather to the thought. The French colonial and expansionist party who are vociferously advocating the expulsion of Spain from her southern possessions and the occupation of our own territory."

NOTICES.

HERE'S SOMETHING NEW.

GREAT BRITAIN is again able to send us a few of those delicacies that we all have wished for during the last four years. We have received small quantities of the following and are able to sell same at reasonable prices owing to the high exchange.

Roller On Tongues in tins	\$2. & \$1.50 each
Robinson's Patent Barley & Groats	80 per tin
French Sardines in Oil	\$1.10
Bird's Custard Powder	45
C & B Herrings in Tomato Sauce	75
C & B Yarmouth Bloaters	75
Brand's Essence of Chicken	\$1.25
Brand's Essence of Beef	90
Orford Sausages in 1lb & 1lb tins	65, \$1.10
Soups assorted in 1lb tins	50
Leaf Gelatine in 1lb pkts	\$3.00 per pkt
Camp Pies for Breakfast or Picnics	85 per tin
Minced Beef for "Pot Luck" dinners	90
Jacob's Cream Crackers	\$1.00
Jacob's High Baked Water Biscuits	\$1.00
C & B Pickles, Mixed and Mustard	90
Escoffier's Pickles and Sauces	90

LANE, CRAWFORD & CO.

BY APPOINTMENT.

WATSON'S
STONE GINGER-BEER

The only fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

\$1.00 per dozen.

TRADE



MARK

A. S. WATSON & CO., LTD.
AERATED WATER MANUFACTURERS.
TELEPHONE 438.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.PHONE NO. 1116. 25, WING WOO ST.
CENTRAL.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

THE MOTOR UNION
INSURANCE CO., LTD.

(INCORPORATED IN ENGLAND)

Splendid advantage to
Motorists

POLICIES issued to MEMBERS of any AUTOMOBILE ASSOCIATION at a Special Discount. Do not miss this opportunity.

For further particulars, please apply to the undersigned.

UNION TRADING CO.,

Prince's Buildings,
General Agents.Yorkshire
Insurance Co.,
Limited.

ESTABLISHED 1824.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.
AGENTS.M. Y. SAN & Co., Ltd.
HONGKONG.

HIGH CLASS CONFECTIONERS

BISCUIT MANUFACTURERS.

Well known for best Materials, up-to-date Machinery and Cleanest Work in the Orient.

HEAD OFFICE

Nos. 92-100 Queen's Road, Central.

FACTORY

Nos. 141-145, Wanchai Road.

Branches at: Shanghai, Canton, Amoy, Swatow, Hongkong.

**We have just received a
Consignment of**

SIR ROBERT BURNETT

& CO.'S

GIN

OLD TOM

**AND
DRY.**

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

TEL. 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, by an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.) The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

ACKNOWLEDGEMENT.

Mr. and Mrs. R. Wallace of 4, Stanley Terrace, Quarry Bay, desire to return thanks to all friends for their kind expressions of sympathy and for floral tributes received by them in their sad bereavement.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 13, 1919.

INDUSTRIAL DEMOCRACY.

Since the war, the forces of organised Labour have come prominently to the front in their demands for higher wages, shorter hours and better all-round working conditions. That in many instances, these demands have reflected genuine grievances there can be no shadow of doubt. It is equally true that there have been amongst these Labour agitators men whose aim is to work as little as possible, on as high a wage as they can wring from their employers, and men who, in their demands, take no account whatever of the question of production. Australia is a case in point where hours have been shortened and wages enhanced by legislative enactment, and from what we can hear, the consequence has not in every case been of benefit to the country or, in the long run, even to the benefit of the workers themselves. In some of the copper mines, especially, the demands of the Labourites have necessitated shutting down, and there are competent observers in that country who predict serious industrial complications in the future. However, we can well believe that in all countries there is justification for a better regulation of labour conditions in favour of the worker, and we shall probably see good work done in this direction by the International Labour Convention which has been incorporated in the Peace Treaty, when once it settles down to grapple with the problems with which it will concern itself.

But there are other means of improving the workers' lot than through the medium of the Unions, as we are reminded by some facts which have just been made public in the United States as to the result of "industrial democracy" as now applied in that country through shop committees and other forms of employees' self-government. Under this system, employees elect a "House of Representatives" composed of one delegate to every thirty voters. This body keeps a look-out for possible economies in the factory. It is stimulated by the fact that the owners divide evenly with the workers any saving from more careful handling of raw materials, punctual and regular attendance and such matters. The resulting dividends, we are told, have varied in one factory from six to 17½ per cent, a dividend of 15 per cent meaning an addition of \$3 to a weekly wage of \$20. An interesting point is that the employees' legislature works out rules by which absentees lose their proportionate share in the dividends and establishes group insurance, paid for out of dividends by the employees themselves. One such body has secured the reduction of weekly hours from 53 to 50, and an increased production of 8½ per cent. followed. A subsequent decrease from 50 hours to 48, brought about another increase in productivity.

The above figures concern a comparatively small shop, but we read that experiments of the same sort are now being tried in the plants of such concerns as the Midvale Steel and Ordnance Company, the Hercules Powder Company, the General Electric Company and the Standard Oil Company. Representatives of both management and employees from these companies at recent conferences of the New Jersey State Chamber of Commerce reported success so far and hope for the future. When we read of facts like these, we can see what good results can follow from real co-operation between employers and employed. Under the method of making concessions to organised Labour, the result of restricted hours is all too often a lower measure of productivity. But in such a scheme of "industrial democracy" as we have quoted, it is in the employees' own interest to prevent slowing down and irregular attendance. The movement is one of intense interest, the more so in view of the fact that in the near future Labour problems will most likely be dealt with on international lines.

NOTES AND COMMENTS.

SHANTUNG'S FATE.

Silence is not always golden, but the only occasions on which it is permissible to apply the exception are those which demand speech so that the moral of the general rule shall be preserved intact. But Baron Makino, in his statement regarding Shantung, whilst breaking the rule, hardly complies with the requirements of the exception. He no doubt realises that some kind of a statement can no longer be withheld and consequently informs Reuters that Japan intends to return the Shantung Peninsula in full sovereignty to China. So far so good. By his next statement, however, the Baron proceeds to strip the rule of its golden maxim for the purpose of transferring the gilt to the Shantung pill which, it appears, China is expected to swallow. But there is not sufficient of the precious substance to go round, with the result that the gilding process presents a somewhat patchy job. As we predicted a few days ago, the return of Shantung to China carries with it conditions, but we did not anticipate that enlightenment on the point would be provided so soon, and now we do know what those conditions are we cannot say that we are any the more comforted in knowledge than we were in ignorance.

SOME OF THE TERMS.

So far as can be seen, the terms on which restitution is to be made to China constitute the return of something by Japan which Germany had not taken away, i.e. China's sovereignty of Shantung, coupled with the retention of all that Germany was able to fish in the beginning. Japan is to retain the economic concessions granted to Germany and the right to establish a settlement at Tsingtau. In what is left to her, China will find just about as much consolation as the man who wakes up in the morning to find that he has been deprived of all his valuables and whose measure of satisfaction is that he still has his house left to him. We are next informed that the railway is to be a joint concern, and China is to have the privilege of supplying the men to police the railway, but they are to be under Japanese instructors, selected by the directors of the joint concern. When they are selected, the Chinese Government is to have the further privilege of appointing them. We fail to see that it matters one iota whether China or Japan selects and appoints the instructors since they are to be Japanese in any case, and China would be saved a good deal of expense if she left the whole business of policing the railway entirely to Japan. Baron Makino is silent on one important point and that is as to how long this arrangement is to hold good. We cannot think it is intended to be a tentative measure only. Candidly speaking, as the matter now stands, we do not like this business. We cannot find one single clause in the Covenant of the League of Nations with which it can be reconciled. On the contrary, there are many clauses in that Covenant that would justify the unconditional return of Shantung to China, just as much as they justify the unconditional return of Alsace Lorraine to France. Meantime, China would be well advised to follow dignified and constitutional methods in pressing her claims to the notice of the Powers.

THE FIUME QUESTION.

All who wish to see the preservation of harmony between the Allies will read with much satisfaction the telegram giving details of the compromise upon which Italy has decided to reopen discussions regarding the future of Fiume. The idea is that this port be administered by Italy as Mandatory for the League of Nations until 1923, when a port a few miles distant be built for the Jugo-Slavs, whereupon Fiume will belong to Italy. This proposal has been made through the medium of the French Ambassador at Rome, who was no doubt empowered by the other Allies to submit it. By following some such method, it ought to be possible to meet the wishes of all interested and reassure Italy that there is no unfair discrimination intended against her. In a peace settlement of the magnitude now in hand, it is inevitable that differences should arise, and the best and safest way in which to dispose of these is, as in this instance, on a basis of compromise.

DAY BY DAY.

MOST MEN ARE MORE PROMPT ABOUT PAYING A GRUDGE THAN A DEBT.

Telegraphic communication with North China has been restored.

Mr. H.B.L. Dowbiggin arrived from Shanghai, this morning, on the s.s. Paul Lecat.

The Bowls Section of the Civil Service Club will be at home on Saturday, 17th inst., when sports competitions will be held between that Club and the other Bowling Associations of the Colony.

Mr. N. I. Brewer, partner of the late Mr. J. Flynn Anderson, is about to proceed shortly to Singapore to make the necessary arrangements for the publication of the Singapore Dollar Directory for the year 1919-20.

Mr. J. B. de Freitas, Consul for Portugal at Shanghai, and Mrs. Freitas, as well as M. B. Rhein, the French vice Consul at Shanghai, are passing through the Colony, on the s.s. Paul Lecat, en route to Marseilles.

A Chinese was yesterday found by the Police in possession of a water tap which had evidently been purloined from a house. As he failed to give a satisfactory explanation, he was to-day fined \$25, or, in default, one month's hard labour.

Last evening a Japanese launch almost ran down a sampan in harbour. A collision appeared inevitable, and was only averted by passengers on a Star ferry-boat shouting to those in charge of the launch and thus warning them of the danger.

Invitations have been issued by Messrs. Dodwell and Co. and the United Asbestos Oriental Agency, Ltd., for the opening of their new godowns at Tai-Kok-tsu on Monday next. Two of the companies' launches will leave Statue Wharf at 3.30 p.m. for the godowns.

The communicable diseases notified last week were 35 cases of plague (27 deaths), six of cerebro-spinal fever (two deaths) and one non-fatal occurrence of enteric, all the sufferers being Chinese. For the 48 hours ended yesterday, there were 13 cases of plague (11 deaths) and one fatal case of enteric.

Charged with trespassing on the Kowloon-Canton Railway premises at Kowloon, a Chinese was to-day fined \$5 by Mr. R. E. Lindsell. The explanation this Chinese offered was that he went into the premises with the intention of getting the arrears of his wages. A Chinese watchman, who made the arrest, stated that the man was an ex-employee at the yard, but had been paid all his wages.

Three local gentlemen had a rather tedious experience, last evening, when proceeding to the top floor of a certain building in the lift, which got half way between the second and third floors and then refused to budge. It was over half an hour before the mechanism was put in order. One of the gentlemen was late for dinner and we understand the excuse given, which happened in this case to be correct, was not accepted.

One of the delicacies which went to make the "chow" of a Chinese living at No. 7, Austin Road, was a certain sort of herb. That this delicacy did not agree with him was evidenced by the queer feeling he experienced after his meal. This feeling gradually assumed alarming proportions until it was finally discovered that the herb in question had more poisonous than nutritious qualities. The doctors at the Kwong Wa Hospital are now endeavouring to relieve the man's pains.

Perfumes make a strong appeal to the feminine nature. A recognition of this fact has led the management of the Kwong Sang Hong Perfume Factory at Wanchai to set a strict watch on the personal effects of their female employees. One of girls, of rather good appearance, thought she could do with a few drops of perfume, and, succumbing to temptation, she filled her Thermos flask with about 10 ounces of scent. But a horrid watchman who found her out, arrested her. Evidently Mr. R. E. Lindsell knew of the feminine love of perfume, for he passed a light sentence on the girl and gave her the option of paying a fine.

AN ISLANDER'S DIARY.

[BY "AJAX"]

After a very hot spell, when the temperature often went over 80 degrees, we seem to have started the monsoon, and for the last few days it has poured pretty heavily. Our interest has been concentrated on the text of the Peace terms that has been dribbling over the wires. There is nothing of importance to chronicle and we are going on in the even tenour of our ways.

A very interesting story was told me a few weeks ago regarding Lt.-Col. Ward, who is with his battalion in Siberia. Somewhere in that part of the world, one evening, at dusk, the gallant M. P. spotted a figure moving a short distance away. Requisitioning a rifle and a hundred rounds of ammunition from one of the "boys," Lt.-Col. Ward kept up an incessant fire—bang—bang—bang—but none of the bullets seemed to have hit the objective. Eventually the figure came closer and, to the surprise of all, it was not a Bolshevik but a Japanese General!!!

One of the many things that Hongkong needs is a commercial museum. The Japanese Government has established a Commercial Museum at Singapore, which is designed to serve as a central base of Japan's commercial operations in the South Sea Islands. Not only will merchandise be exhibited but all investigations relating to trade and commerce will be undertaken, while it will be a medium for bringing Japanese merchants into direct relations with possible customers for their goods. Why shouldn't we have such a museum located in Hongkong to foster British trade. The collection of samples and exhibits will naturally take time and the development of the Museum must necessarily be gradual. The Museum, if established, should contain samples of the principal manufactures imported into Hongkong from all foreign countries and also representative samples of the corresponding Hongkong manufactures. It should also contain samples of goods marketed in foreign countries which Hongkong and China must be in a position to supply. There should also be exhibited representative samples of raw materials exported to foreign countries. The samples exhibited should be supplemented by catalogues and price lists, which should be kept continuously up-to-date by printed statistics, wherever possible, showing the extent of the various markets in China and abroad and by other information explanatory of the details of the trade. Such a Museum would be a valuable addition to the resources of Mr. Brett's department and a means of bringing manufacturers and traders together, conducting as well to the development of the natural resources of the Colony.

At a meeting of the Chamber of Commerce to-day Mr. E. V. D. Parr, of Messrs. Mackinnon, Mackenzie and Co., will be nominated to represent the Chamber on the Legislative Council during the absence on leave of Mr. P. H. Holyoak. Apropos of this appointment, it would be interesting to know from Mr. Parr whether he thinks he has any right to advance his views at the Legislative Council even when they are hostile to those of the Committee and of the majority of the members of the Chamber of Commerce. This is a very interesting point. Is the representative of the Chamber of Commerce on the Hongkong Legislative Council merely there mandatory and is it obligatory on him to sacrifice his personal views when they are opposed to those of the Chamber of Commerce? A rational view would appear to be that a member of the Legislative Council, elected by the Hongkong Chamber of Commerce, should represent the views of the Chamber if he is in agreement with such views and if he is not in agreement with such views and cannot advocate them he should tender his resignation.

In this connection I may state that Mr. Ironside, President of the Bengal Chamber of Commerce, recently contended that long as it serves this purpose so long will the shibboleth "Constitutional Reform" be a by-word among the citizens. A man's worth should be reckoned by what he is, and not by what he has, is a special committee of the good advice for the Constitutional Reform party.

A BOLD THIEF.

CHIEWED UP A PAWN TICKET.

Mak Wan-tung is a thief who works in a different way from the majority of his confreres. The latter believe that the greater degree of safety is obtained by working on sneak methods, but Mak holds a quite an opposite view. He believes in working openly and daringly, and he carries his work into territories where the more timid of his brethren fear to follow. That he was justified in his procedure may be gathered from the statements made in the Police Court in regard to his activities. His latest exploit, and his last one for some time to come, occurred yesterday. He went to the servants' quarters at No. 1, Carnarvon Road, Kowloon. An amah met him, and to her he explained that he was coming to pay a visit to his friend, the house-boy, who happened then to be conveniently absent. The amah swallowed his statement without demur, and conducted him to the "boys' room. Once in the "boys' quarters, the thief set about to see what he could steal. A jacket was hanging on the wall, and he took it down and folded it under his arm. Curiously enough, the amah, who was a witness to his act, raised no objection. Her suspicions were not aroused even when the thief took his departure with the jacket. The "boy" later returned from a walk, and when he heard that a "friend" of his had come and gone away with his jacket, he set out to search for him. He came across Mak in Yau-mat, Mak had already taken time by the forelock by immediately disposing of the stolen jacket at a pawnshop. He had the pawn-ticket with him when he was arrested by the "boy." Before the boy could interfere, Mak put the ticket into his mouth and calmly chewed it up into unrecognisable fragments, the while looking mockingly into his baffled captor's face. Mak's coup was of no avail. His fond hope that no "case" would be brought against him was shattered by the successful location of the pawnshop by the Police. He has now to do one month in gaol.

FRENCH TROOPS IN HONGKONG.

RETURNING FROM SIBERIA.

Amongst the passengers proceeding to Marseilles on the s.s. Paul Lecat are over 350 officers and men of the French Colonial Infantry, many of whom have seen service in Siberia and were present at engagements at Oussourie and Tchinnui, under Major Mallet, of the French Army.

The men also took part in big engagements at Dukovskoe, in conjunction with Japanese troops, against the Bolsheviks, on August 23, 1918, and also at Goumerovo, on December 23, 1918. Seventeen of the men now on their way home sustained wounds, four have died and 99 have suffered severely from frostbite.

Major Mallet who commanded the men during the whole of their time in Siberia, is now in command of the French battalion at Omsk.

came to the conclusion that a Commerce Member on the Council is not a free agent. The question is whether any understanding exists between the Hongkong Chamber of Commerce and their Council representative as to how he should conduct himself and is there anything to bind candidates in any way. Since the Government (thanks to the Hon. Mr. Claud Severn) instituted the very businesslike system of replying to questions put by Hon. Members which are not of great importance, via the Government Gazette, it has taken the shine out of "Honourable." Had this scheme been decided upon in December last, for instance, there would have been less of that parrot-cry for Constitutional Reform in January. This new system is not likely to "create" a desire to become an Honourable, and so long as it serves this purpose so long will the shibboleth "Constitutional Reform" be a by-word among the citizens. A man's worth should be reckoned by what he is, and not by what he has, is a special committee of the good advice for the Constitutional Reform party.

TO-DAY'S MISCELLANY.

H. sends us the following true story of the Australian crow, which seems to be distinctly a second cousin of the American bird. A man put down poisoned meat in the hope of destroying a particularly troublesome crow. The crow examined the meat, turned it over suspiciously from side to side, and finally took it up, carried it off, and gave it to the man's dog! On the whole we prefer the British to the American or Australian crow.—Exchange.

An officer just returned after four years' war was diffidently standing out at a dance, as he didn't know how to do it. "Easy as possible old bean," advised an expert of eighteen summers. "You just look round and pick up the prettiest girl you can see, walk her slowly into the middle of the room, and hug her. Then wag your tail, back her two steps, and hug her again. Wag your tail again, take three turns, back her into a corner, and hug her again. Easy as going over the top, sonny." It sounds so, and doubtless more pleasant.

It was not, as the Daily News suggests, the Duke of Wellington who commended the Garter on the ground that "there was no damned nonsense of merit about." The late Mr. G. W. E. Russell hesitated between Lord Melbourne and Lord Palmerton as the author of the phrase, but I think it has been generally assigned to Lord Melbourne, who was, indeed, so addicted to this participate, that he once drew the retort from Sydney Smith: "Suppose we assume everybody and everything to be d—d, and come to the point?"

Parliamentary English is certainly being enriched in various directions with the advent of more Labour members. In the brief report of the remarks of the member for Silvertown given in the Times appear these phrases, new, I think, to the walls of St. Stephen's: "I can't agitate for nuts," "Takes the biscuit," "Pay a brass farthing," "A little bit of sugar for the bird," "Cracking one another's skulls for the love of God"—Mr. Jones' reference to Belfast—may be classed less as slang than as a literary allusion. Perhaps, on the whole, the Silvertown vocabulary is an improvement on the Horatian age of fifty years ago.

Neither in the House of Commons nor in the House of Lords are the acoustic properties perfect, and one may have a great deal of sympathy for the reporters who recently could not hear a well-known Cabinet Minister, and sent a note of good humoured remonstrance to the speaker. The offender protested against the charge, and wound up his argument by declaring: "Why, my daughter heard everything I said." Had the right hon. gentleman ever heard the story of Archbishop Temple, who told a self-satisfied young curate that he could never hope to become a good preacher unless he cultivated a better delivery. "But," said the curate, "a friend informed me the other day that I had a beautiful voice which could be heard all over church." Umph, growled Dr. Temple, "did she?"

An interesting statement has been made in the papers that before long we shall have a new kind of cinema which will supply the human voice simultaneously with the spectacle of human beings in dramatic action. As we read the statements, there is to be something entirely new, not a repetition of the old plan of synchronizing a voice out of a gramophone, with the action on the screen. We once heard the cinema gramophone and found it deplorably ineffective. The voice was quite unreal and detached, and owing to defects in timing seemed continually to be a little ahead or a little behind. The new "invention" apparently will take a record of the voice simultaneously with the photograph of the action, and the two will be inseparable. Yet even now we do not know out of what kind of instrument the voice will proceed. We cannot foresee the effect upon the methods of the cinema star. If the appeal is not to be only to the eye, there will be as the Manchester Guardian suggests, a slump in the value of facial contortions.

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

MOTOR ROAD.

SUGGESTED LINKING OF HONGKONG AND CANTON.

Dr. R.E. Chambers writes as follows in the *Canton Times*—

The writer was asked twenty years ago what he would do first if he had control in China. His reply was that he would cover the hills of China with trees. He is still of the same opinion. He has long been of the opinion that his second step would be to promote in every way road construction throughout the country. Easy means of communication would help every other good thing.

Progressive nations have good roads, and so long as they progress they continue the construction and improvement of their roads. Rome was the first great road-building nation. Its roads were at once an expression and an element of its greatness. America, Great Britain and France have many thousands of miles of good roads. During recent years the automobile has given a great impetus to road construction. More and better roads are the result. The central government of the United States has recently voted many millions of dollars for the construction of roads throughout the country, and the separate states have appropriated many more millions. It is good to see some evidence that China is beginning to wake up to the importance of good roads.

Can there be a better place to make a beginning in this matter in South China than in constructing a highway between Canton and Hongkong? Already the Hongkong Government has constructed a most attractive system of roads in the territory under its control. It remains only for the Chinese to link up with that system and then Canton and Hongkong will be connected by a great thoroughfare.

The whole of South China would be benefitted by the opening of a road between Canton and Hongkong. I am jealous for the reputation of this section. Scarcely any one thing would help this reputation immediately more than a good system of roads. A good road through Hongkong would be a stimulus to road construction throughout South China. Much through traffic already exists. This would rapidly increase. Wheeled vehicles—motors, jinrickshas and horse-drawn—would multiply. The intermediate traffic in both directions would also increase with leaps and bounds. All property lying between the cities would be brought closer to the large centres. Property values would rise far beyond the cost of the roadway, because nearness to great centres in time, due to ease of communication, adds to property values in the same proportion as nearness in location. Canton and Hongkong both would be greatly benefitted. The Canton-Kowloon Railway would not lose but would gain greatly by the construction of the roadway. It would share in the increased prosperity of the country through which it passes. It would also get its share of the resulting increased traffic. All this is not dreaming. It is applying to this section reasoning that has been demonstrated in a thousand places. This is only a brief statement of why there should be an automobile road between Canton and Hongkong.

The road should not follow the straightest course. It should run through the sections that give promise of the most development. It would of course be necessary

to study the entire area to be traversed. Where the road diverges from the railway it should be connected with the stations by short lines so that the railway and the road would be mutually helpful. But it is especially important for the road to be well constructed so as to serve as a model for roads in other sections. A poor road would be a poor promoter of good roads.

The Provincial Government should control the construction of the road, determine its course and make it uniform. Discharged soldiers could be employed in the work of construction. Incidentally, robbery would be decreased by giving much work to the unemployed. Each district traversed should pay a due quota of the cost. The Chamber of Commerce of Canton could well afford to give liberally towards paying for the road. Individuals and companies both in Canton and Hongkong would doubtless subscribe. The road should be a free highway. A toll road is to be condemned for many reasons.

Other things of more practical importance being settled, the roadway should be made as attractive as possible. It would be well if much of the route could be along waterways, and so link the road at as many points as possible with the water traffic. Then too in some sections the road bed could also serve as a protecting dyke. Trees should be planted on both sides on the full length of the road and thus afforestation be promoted. A shaded thoroughfare in South China especially would be a thing of beauty and a joy forever. A large public park might well be established within reasonable distance of Canton. Land companies might develop certain areas as model settlements.

Of course there are many difficulties in the way of the realisation of such a project as is here outlined. The same is true of anything much worth while. Let every one use every opportunity to talk in favour of this plan. Let the need be realised and let the value and importance of the enterprise be made plain and a way can and will be found for building the road. Three years ago the writer took fifteen Chinese students to the United States. The one single thing with which those students were most impressed was the great Congressional Library in Washington. Next to that they talked most about the good roads. I travelled during my furlough more than 20,000 miles in automobiles, most frequently accompanied by one or more of the students. Again and again they wished that China might have good roads. They were greatly impressed with the ease and rapidity with which we could go from place to place and especially over automobile roads. Could the returned Chinese students render a better service to their country than by organising a Good Road Association? Agitate, and the thing can be done. Let all who are interested get busy and interest others. Then let every one keep busy until this thing is done, and we have an Automobile Road from Canton to Hongkong.

TRAMWAY RETURNS.

The following is the approximate statement of the Hongkong Tramway Company's traffic receipts for the week ending 10th May, 1919:—

	Receipts	Aggregate Receipts for week for 19 weeks
This Year	\$14,785	\$269,715
Last Year	12,082	245,139
Increase	2,704	15,584
Decrease		

RICE SCARCITY IN HONGKONG.

ACUTE PRESENT SITUATION.

HOW IT HAS BEEN
AGGRAVATED.

[*"Hongkong Telegraph" Special.*]

The rice situation locally shows every sign of growing worse before it becomes better. There is fear of a great scarcity of rice in the Colony, and in spite of the fact that the rate has gone up fifteen per cent. during the last ten days it is believed that it will go up much higher. The market in rice should, it is argued by those in the trade, increase considerably, yet, notwithstanding the fact that the scarcity of the cereal is being felt in the producing countries, as well as the Straits Settlements, Rangoon is not allowed to export rice. Bangkok last year exported to Singapore 382,000 tons and to Hongkong 234,500 tons. As far as exports from Saigon go, last year she exported to Hongkong 630,000 tons, to Singapore 134,000 tons and to Japan 335,000 tons. This year Saigon started by restricting her monthly exportations to 20,000 tons and subsequently increased them to 40,000 tons. Bangkok, owing to the increasing demands from Europe, could not supply to Hongkong and Singapore anything near the figure of last year.

Under the circumstances the rice market is certain to be steady and likely to advance. Exchange has aggravated the situation further, and this will counteract somewhat the demand from the United States as the American markets are not in a position to pay these high prices. Those local suppliers who have been hit largely during the last quarter do not agree to sell even at an advance of even \$1 per picul, and the exporting houses are, therefore, unable either to give quotations or make firm offers anywhere. The situation is very acute and unprecedented, but with a fall in Exchange things would again become normal.

Furthermore, the quality of the grain this year has been very poor and it will be as well to let importers on the other side know the fact that they should not expect that good quality that they received in 1918. A good percentage of broken rice has come from Bangkok and Saigon, and the new arrangement arrived at between the Chamber of Commerce of San Francisco and the rice exporters of Hongkong, guaranteeing a certain percentage of broken rice, is not calculated to be feasible in the present state of affairs. It is not possible now to guarantee the percentage of "broken" as the quality is very much inferior as compared with last year.

Again, in Hongkong there is not a testing machine which can test as nicely as the American testing machine. Therefore, claims would naturally arise on shipments made in Hongkong under the present conditions in the market. Towards the end of last year India found herself in a position which made it necessary to conserve a major portion of her output of rice for her own use. The present position in the Straits Settlements is entirely due to shortage in India, one of the principal sources of supply to Malaya, Netherland East Indies and Japan. The crops had failed and it was found that the yield of the areas under cultivation would be considerably less than was estimated. For this reason India ceased to supply rice to both the Netherlands East Indies and Japan, and informed the Straits Settlements that she could not supply the Straits with their normal consumption demand.

Owing to the shortage of Burma rice 6,000 tons of Siam rice must now be imported into Penang. The price of rice in Bangkok ever since January 1st has been varying between 16 and 17 tals. per picul. Siam rice has been consumed in the F.M.S. for the last five years at a price less than what the consumer has paid in Bangkok. This is entirely due to allowing a certain amount of re-export of Siam rice to the Netherlands East Indies. The profit made on this re-export has been so good that an actual loss in the sale for consumption in the F.M.S. has been easily met.

Hongkong not being a producing country, it would not be advisable to restrict exportation of rice. It was contemplated before by the Chinese Chamber of Commerce. It would not work for the moment.

NOTICES.

DAIRY FARM NEWS.

SAVE YOUR

CLOTHING, FURS & CARPETS

by storing them in our Cold Stores for the Summer months

where no moths or vermin can attack them. For particulars

as to packing and rates apply to:—

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.

GERIN, DREVARD & CO.



ST. GEORGE'S BUILDING, Tel. 114.
AND AT CANTON.

GENERATING PLANTS

SWITCHBOARDS

TRANSFORMERS

MOTORS



ACME PACKING COMPANY

— CHICAGO —

RED CROWN BRAND

CANNED MEATS

EXCLUSIVE AGENTS,

THOS. W. SIMMONS AND COMPANY.

DR. BARNARDO'S
HOMES.

THE HONGKONG BED.

Mrs. Pollock writes us as follows:—

I have much pleasure in stating that a draft for \$500 has been sent Home, to be invested in National Funds, the interest from such investment to endow a bed in Dr. Barnardo's Homes over which a tablet will bear the inscription.

The Hongkong Bed. In Acknowledgement of Services Rendered to the Empire and in Memory of those who died in the War.

In addition to the sum of \$500 a small surplus from the Sale of Work will be sent towards the general expenses of the Homes.

My sincere thanks are due to all subscribers and to the "Magpies" for their entertainment in aid of the Fund, Mrs. Barlow and the Sisters of the Government Civil Hospital and to all who sent needlework for the Sale of Work, and to the Press for kindly publishing the subscription lists and the various notices in connection with the Fund.

THE CONTRIBUTIONS.

"The Magpies" entertainment... \$144
Sir Ellis Kadoorie... 50
Kathleen Dillon and Ed... 50
Anonymous... 25
Mrs. F. W. Jones... 10
John and Dick... 10
Mrs. Strahan... 10
Mrs. Li Ngok Tau... 10
Anonymous... 25
Mr. T. L. Pekins... 25

Already acknowledged... 2,407
Received on account of the Sale of Work... 238
\$3,964

It is put into operation it would drive the trade from Hongkong to Japan. It is very fortunate that the Hongkong Government did not sanction the proposed embargo. One of the results would have been to divert the rice trade to other channels and consequently the rice from Bangkok and Saigon in future would not come to Hongkong in the same quantity as it is coming at present.

NOTICES.

SMART SUMMER HOSIERY

Low shoe time calls for just such snug fitting socks as these. They are thin at the ankles, but reinforced where the wear comes—tops, toes and heel.

All the newest shades including, black, white, tan, grey, smoke, bronze and Palm Beach.

75c. per pair
6 for \$4.00

SPECIAL
VALUE

\$1.00 per pair
6 for \$5.50

MACKINTOSH

CO., LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

Powell Ltd.
TELEPHONE 346

ALWAYS
SOMETHING NEW
IN

TIES

FOR
DAY or
EVENING WEAR



SPECIAL SHOW THIS WEEK
OF THE
NEWEST DESIGNS.

OPEN END AND BOW TIES IN SILK
AND WASHING ZEPHYR'S.
KNITTED NECKWEAR etc.

NEW RECORDS

LARGE

SHIPMENT

JUST ARRIVED

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP.)

16, DES VOEUX ROAD.

TEL. 1322.

JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2877.

TEL. 2877.

SINGON & CO.

IRON & STEEL PRODUCTS

BEST TERMS. COMPLETE STOCKS.

Telephone No. 515.

Established 1890

SHIPPING.

P. & O.-BRITISH INDIA

APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

TO
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN
 GULF, AUSTRALASIA, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA,
 RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

LONDON via COLOMBO, PORT SAID & MARSEILLES.

S.S.	leave Hongkong	Due Marseilles about	Due London about
NEURALIA	28th May, noon	30th June	8th July

FOR BOMBAY.

DILWARA	23rd May	due Bombay about 10th June
---------	----------	----------------------------

FOR CALCUTTA via STRAITS & RANGOON.

ARRATOON APCAR | Early June | due Calcutta, June.

FOR SHANGHAI, MOJI & KOBE, Etc.

ARRATOON APCAR | 18th May |

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
 22, Des Voeux Road Central, HONGKONG. Agents.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

via

Shanghai Nagasaki (or Moji) Kobe & Yokohama.

Steamer	From Hongkong	Arrive Vancouver
EMPRESS OF ASIA	12 June.	30 June.
EMPRESS OF JAPAN	23 June.	16 July.
EMPRESS OF RUSSIA	10 July.	28 July.
MONTEAGLE	22 July.	16 Aug.
EMPRESS OF ASIA	7 Aug.	25 Aug.
EMPRESS OF JAPAN	20 Aug.	10 Sept.
EMPRESS OF RUSSIA	4 Sept.	22 Sept.
MONTEAGLE	27 Sept.	22 Oct.
EMPRESS OF ASIA	9 Oct.	20 Oct.
EMPRESS OF JAPAN	15 Oct.	5 Nov.
EMPRESS OF RUSSIA	30 Oct.	17 Nov.

"FARES HONGKONG TO EUROPE"

EMPRESS OF RUSSIA	Gold \$491.00
EMPRESS OF ASIA	Gold \$436.00
EMPRESS OF JAPAN	
MONTEAGLE	

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sailing and reservation of accommodation, also description of ships and descriptive literature apply to
P. O. BUTTERFIELD,
 GENERAL MANAGERS, PASSENGER DEPARTMENT,
 Phone 752. HONGKONG.

PACIFIC MAIL S.S. CO. U. S. MAIL LINE.

Operating the new First Class Steamers
 "ECUADOR," "VENEZUELA" and "COLOMBIA"
 14,000 tons Each.

Hongkong to San Francisco.

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "COLOMBIA"	21st May.
S.S. "VENEZUELA"	
S.S. "ECUADOR"	

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only.)
 The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.
 Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,
 Apply to—
 Company's Office in
ALEXANDRA BUILDING,
 Chater Road.
 Telephone No. 141.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Finsbury Street, S. W.

Branches & Agencies—throughout the world.
 General Banking and Foreign Exchange.
 We maintain Foreign Trade and Travel Bureaus.
 American Business a Specialty.

SHIPPING.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Destinations. Steamer & Displacement. Sails hence.

SHANGHAI, KOBE & YOKO- HAMA	Tamba M. T. 12,510	(SUN., 11th May at noon.
NAGASAKI, KOBE & YOKO- HAMA	Tango Maru T. 12,550	(SAT., 21st May at 11 a.m.
SHANGHAI & KOBE	Shidzuoka M. T. 12,520	(SATUR., 17th May at noon.
LONDON & Antwerp via S'pore, Penang, Colombo, Suez and Port-Said	Kaga Maru T. 12,300	(SATUR., 31st May at noon.
MELBOURNE via Manila, Zam- boanga, Thursday Is., Town- sville, Brisbane & Sydney	Aki Maru T.	(WED., 21st May at 11 a.m.
NEW YORK via Japan	Tatsuno M. T. 14,930 (Cargo only)	(TUESDAY, 27th May.
BOMBAY via Singapore and Colombo	Kailuku Maru T.	(MONDAY, 19th May.
CALCUTTA via Singapore, Pen- ang and Rangoon	Tenzan Maru T.	(Middle May

Connecting Shanghai and Moji.
 HONGKONG-VICTORIA, S.C.-SEATTLE VIA KEELUNG, SHANGHAI, NAGASAKI,
 KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA AND VICTORIA.
 Operated by the magnificent and specially equipped passenger steamers "Fushimi Maru,"
 "Sava Maru," "Kashima Maru," and "Kuroki Maru," each of over 8,000 tons displacement.
 Best service from Hongkong.
 Fushimi Maru SUN., 22nd June, at 11 a.m.
 For further information apply to
NIPPON YUSEN KAISHA.
 S. YASUDA, Manager.
 Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—subject to change without notice.

Steamers	Leave Hongkong
SHIRAKAWA MARU	23rd May.
SIBERIA MARU	24th May, from Yokohama.
PERSIA MARU	18th June.
KOREA MARU	26th June.
TENTO MARU	21st July.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers: Leave Hongkong.
 KIYO MARU 19th July.
 SEIYO MARU 4th Nov.
 Steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the P&O.
 Passengers may travel by rail between ports of call in Japan free of charge.
 For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.
 KING'S BUILDINGS.
 Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.
 All steamers carry a duly qualified surgeon.
 Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,
 York Buildings.
 Telephone No. 1574.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

15,000 tons, American Registry (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

June 14th, 1910. July 2nd, 1910.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street, Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP Steamer "BASSANO" Sailing
 For particulars of sailings shippers are requested to approach the undersigned.
 Subject to change without notice.

THE BANK LINE, LTD.
 General Agents
 or to BREISS & Co. Canton
 Hongkong, 10, Apr. 1917.

SHIPPING NEWS.

U.S. EXPORTERS' POLICY.

A definite merchant marine policy has been adopted by the American U.S. Manufacturers' Export Association. It calls for private ownership of the 19,000,000 tons of shipping, costing \$2,500,000,000, which the Government will have completed by 1920; for Government control of the maximum rates to be charged American shippers, and for a Government guarantee, to be effective for a limited time only and under certain conditions, to ship operators against loss in meeting foreign competition. The plan was formulated by a special committee. As adopted by the board of directors of the association, the resolutions read as follows:—
 "The nation's foreign trade cannot be successfully developed without an American merchant marine able to transport American products as cheaply, as regularly and as efficiently as products of other countries are carried. Our naval authorities have declared that both for the training of American seamen and for the necessary victualling and supplying of the navy when operating in foreign waters, an auxiliary merchant marine is essential. In fact, the Secretary of the Navy, in a letter to this association, said: 'I feel that the proper enlargement, the influence, and the wise use of such a merchant marine are the biggest questions now to be solved by the American people.' The establishment and maintenance of an American merchant marine are therefore matters in which every citizen of the country is vitally interested. Be it resolved, therefore, that the board of directors of the American Manufacturers' Export Association, after consideration of the problem, recommend the following means of utilizing the ships now built and building by the United States Government to the end that a permanent and available American merchant marine may be established.
 "(1) All ships owned by the United States Government or building or contracted for by the Government should be sold to American ship operators at the earliest moment after a proper basis for such sale can be established.
 "(2) The price at which these ships are sold should not exceed the cost of foreign-built ships of the same class and tonnage.
 "(3) The Government should exercise control to the extent of establishing maximum rates.
 "(4) Some guaranty should be given to operators of American ships that under certain conditions and for a limited time they will be reimbursed for losses sustained in handling business at competitive rates where the revenue is not sufficient to cover operating cost.
 The provision that private ship operators be guaranteed against operating at a loss on rates fixed by the Government is based it is explained, on the fact that the present navigation laws of United States fix minimum wages for seamen and that those wages are higher than those paid on ships of other nations. Furthermore, it is pointed out, to properly expand the United States' foreign trade, new ocean routes must be established, which cannot be profitable until a larger volume of trade has been built up.

JAPANESE SHIPBUILDING.
 The Japan Advertiser says that Japanese shipbuilders, who last year contracted to build vessels for the United States, have been negotiating with France with regard to her offer to buy tonnage here. They have now received a communication from the prospective buyer acting for the French Government pressing for particulars as to the amount of tonnage which they can supply. The shipbuilders of the Kwansei district held a meeting at the Kobe Chamber of Commerce, on April 23, to consider the reply to be made to France, while those in the Kwansei district held a similar meeting in Tokyo recently. The decision mutually reached by these shipbuilders is roughly as follows:—

(1) The steel vessels to be immediately offered shall be of about 2,000 tons each, aggregating about 47,000 tons, the price ranging from ¥250 to ¥450.
 (2) If the vessels are to be delivered by March or April next, about 85,000 tons of ships from 5,000 to 10,000 tons, each, can be offered at the rate of over ¥450.
 (3) If a supply of shipbuilding material is guaranteed, about 35,000 tons of vessels of over 8,000 tons can be offered for delivery by April or May. The price to be offered is ¥450 per ton.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SINGAPORE	Linan	14th May at noon
MANILA, CEBU & ILOILO	Taming	14th May at 3 p.m.
SHANGHAI	Sunang	15th May at 4 p.m.
SHANGHAI & TSINGTAO	Chenan	15th May at 10 a.m.
PAKHOT & HAIPHONG	Kafong	19th May at noon
SWATOW & BANGKOK	Changchow	19th May at 10 a.m.
STOW, W. WEI, C'FOO & T'SIN Kueichow	Sulyang	21st May at noon
SHANGHAI & TSINGTAO	Yingchow	22nd May at noon
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.		25th May at 11 a.m.

Excellent Saloon accommodation amidst ships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
 For Freight or Passage apply to
 Telephone No. 36.
 Hongkong May 13, 1910.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tibodas	Java	18th May	22nd May	Java
Tilalajap	Java	24th May	28th May	Japan
Tjimanoeck	Java	18th May	24th May	Shanghai

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
 York Building.
 Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
 (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haitan	A. H. Stewart	FRI., 16th May at 1 p.m.
Haihong	J. W. Evans	TUES., 20th May at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to
Douglas Lapraik & Co.,
 General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
HAIPHONG via Hoikow Takang	Yatshing	Wed., 14th May at 8 a.m.
STRAITS & Calcutta	Yatshing	Wed., 14th May at 3 p.m.
SHANGHAI via Swatow Choysang	Yatshing	Thur., 15th May at 11 a.m.
MANILA	Wingyang	Mon., 19th May at 3 p.m.
STRAITS & Calcutta	Wingyang	Sat., 17th May at 3 p.m.
KOBE	Kumsang	Wed., 21st May at 5 p.m.
MANILA	Yuehsang	Fri., 23rd May at 3 p.m.

Regular sailings to Calcutta via Singapore and Penang.
 Rescheduled from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally sailing at Shanghai.

All steamers have excellent passenger accommodation and are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes sailing at Canton. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Cargo bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haikow when date corresponds to the above.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer, leaving on 1st and 15th of each month.

Cargo taken on through Bills of Lading for Kaitai, Jesselton, Labuan, Tawau and Labud Dana, calling at Wellesley and Chaoan.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to
JARDINE MATHESON & CO., LTD.
 Telephone No. 215.
 General Managers.

FOR NEW YORK

BLUE FUNNEL LINE

S.S. "EURYBATES"

Will be despatched for NEW YORK Saturday, June 7th.

For Freight and further particulars apply to
BUTTERFIELD & SWIRE
 Agents.

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

AILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" 20th May. (Call Marseilles).
"ANDES MARU" Monday, 2nd June.

GENOA & BOMBAY—Monthly service. Takiz cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
"BURMA MARU" Monday, 26th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
"HAWAII MARU" 25th May.

BOMBAY & COLOMBO. Regular fortnightly service via SPORE.
"BURMA MARU" Monday, 26th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.
"NANKIN MARU" Sunday, 1st June.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
"AFRICA MARU" 22nd May.

HAIPHONG—Three times a month service.
"DAITOKU MARU" Wednesday, 21st May.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" Thursday, 22nd May.

KEELUNG VIA SWATOW AND AMOY.
"KAIJO MARU" Sunday, 18th May.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI & YOKOHAMA.
"SIAM MARU" Monday, 26th May.

For sailing dates and further particulars please apply to—
K. YAMASAKI, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

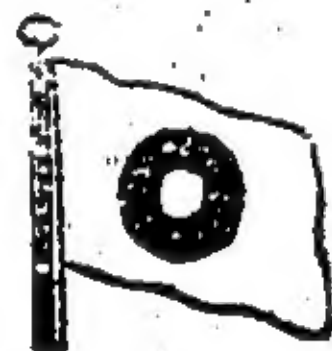
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following
U. S. Shipping Board Steamers will be despatched for
SAN FRANCISCO, PORTLAND, SEATTLE.

"WESTERN KNIGHT" About June 15th.

"WEST MUNHAM" " 25th.

"WEST CELINA" July 5th.

"WEST HEMATITE" " 5th.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMERS SAILING DATE.
"HAROLD DOLLAR" ... about May, 22nd.
"BESSIE DOLLAR" ... about June, 24th

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

THIRD FLOOR

TEL. 795.

792.

"BEN" LINE OF STEAMERS.

FOR STRAITS AND LONDON

The S.S. "BENCLEUCH"

will be despatched as above on or about May 20th, 1919.

For Freight apply to

GIBB, LIVINGSTON & CO.,

Agents.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
JAPAN AND COAST PORTS.			
Straits and Calcutta	Yatshing	J. M. Co.	14, May
Manila, Cebu and Iloilo	Taming	B. & S.	14, May
Haiphong via Hoihow	Takssang	J. M. Co.	14, May
Shanghai via Swatow	Choyssang	J. M. Co.	15, May
Shanghai	Sunning	B. & S.	15, May
Swatow, Amoy and Foochow	Haitan	B. & S.	15, May
Straits and Calcutta	Chaksang	J. M. Co.	16, May
Shanghai and Tsingtao	Chenan	J. M. Co.	17, May
Keelung via Swatow and Amoy	Chenao	B. & S.	18, May
Manila	Kaijo M.	O. S. K.	18, May
Pakhoi and Haiphong	Wingsang	J. M. Co.	19, May
Swatow and Bangkok	Kaitong	B. & S.	19, May
Swatow, Amoy and Foochow	Changchow	B. & S.	19, May
Swatow, W'wei, C'foo & Tientsin	Haihong	D. L. Co.	20, May
Haiphong	Kueichow	B. & S.	21, May
Kobe	O. S. K.	O. S. K.	21, May
Java	Kumsang	J. M. Co.	21, May
Shanghai	Tibed is	J. C. J. L.	22, May
Manila	Suiyang	B. & S.	22, May
Japan	Yuensang	J. M. Co.	23, May
Shanghai and Tsingtao	Tillatip	J. C. J. L.	24, May
Bombay via Ports	Yingchow	B. & S.	25, May
Japan Ports	Burma	O. S. K.	26, May
Shanghai	Siam M.	O. S. K.	26, May
	Tjmanook	J. C. J. L.	28, May

CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

S. S. "ARCHER."

From SAN FRANCISCO,

HONOLULU, JAPAN PORTS,

SHANGHAI & MANILA.

The above mentioned vessel

having arrived from the above

mentioned Ports, consignees of

cargo are hereby informed that

their cargo will be landed at their

risk into the hazardous and/or

extra hazardous godowns of the

Hongkong and Kowloon Wharf

& Godown Co. Ltd. and stored at

consignees' risk.

Consignees of cargo are hereby

notified that they must produce

an Import Permit signed by the

Superintendent of the Imports

& Exports, Hongkong, before bills

of lading can be countersigned.

All broken, chafed and damaged

goods are to be left in the Go-

downs where they will be exam-

ined on May 14th, 1919.

All claims must be presented

within a month of the steamer's

arrival here, after which they

cannot be recognized.

No claims will be admitted

after the goods have left the

CONSIGNEES.

"GLEN" LINE OF STEAMERS

LIMITED.

NOTICE TO CONSIGNEES.

From LONDON and STRAITS.

THE Steamship.

"GLENAMOY"

having arrived from above ports,

Consignees of Cargo by her are

hereby informed that their Goods

are being landed at their risk into

the hazardous and/or extra hazardous

Godowns of the Hongkong and

Kowloon Wharf and Godown Co.,

Ltd. whence, and/or from the

wharves delivery may be ob-

tained.

Goods not cleared by the 16th

inst. at 5 p.m. will be subject

to rent.

All broken, chafed and damaged

packages are to be left in the

Godowns where they will be

examined by Messrs. Goddard

& Douglas, on 16th May at

10 a.m. Claims against the

steamer must be presented within

10 days of arrival otherwise

they will not be recognized.

No Fire Insurance will be

effected by us in any case what-

ever.

Bills of Lading will be counter-

signed by

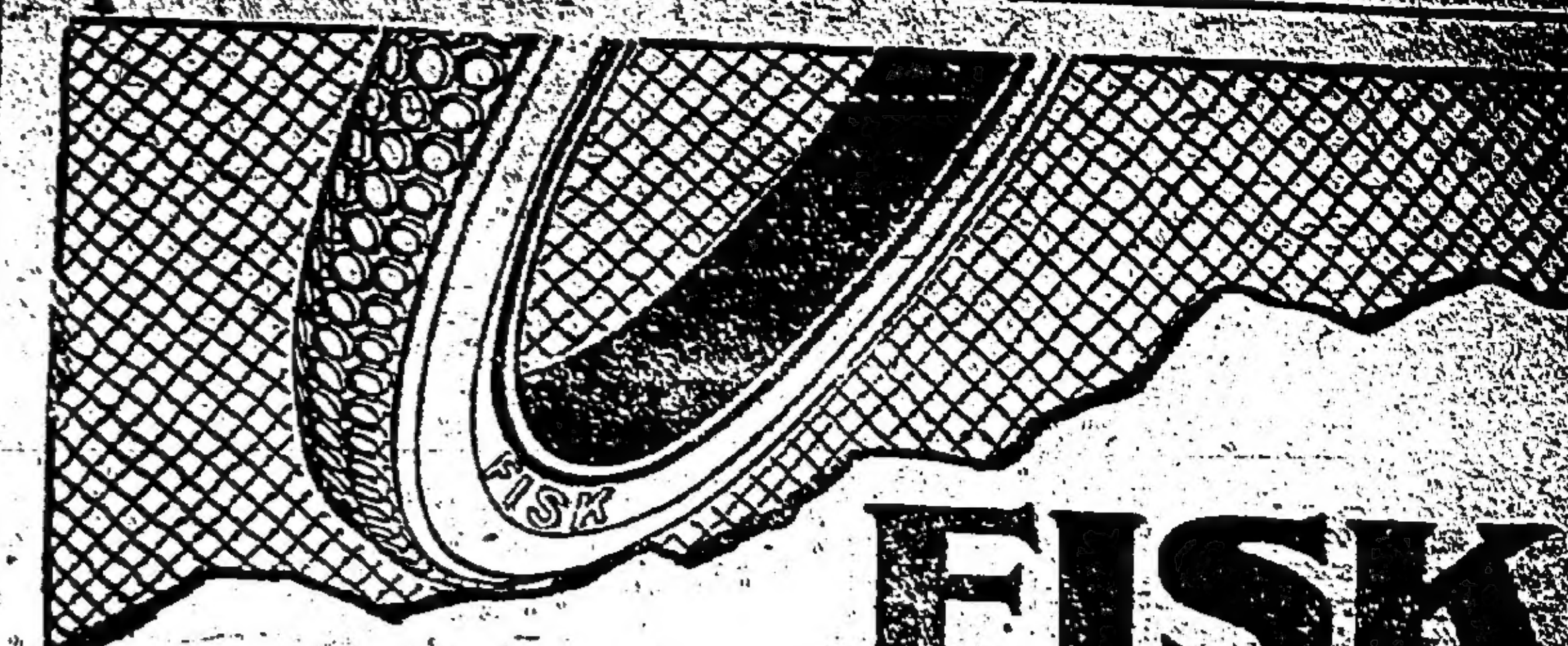
JARDINE, MATHESON

& CO. LTD.

Agents.

Hongkong, 14th May, 1919.

NOTICES.



FISK
NON-SKIDS

FOR PRICES

AND PARTICULARS

Apply to

SHEWAN TOMES & CO.

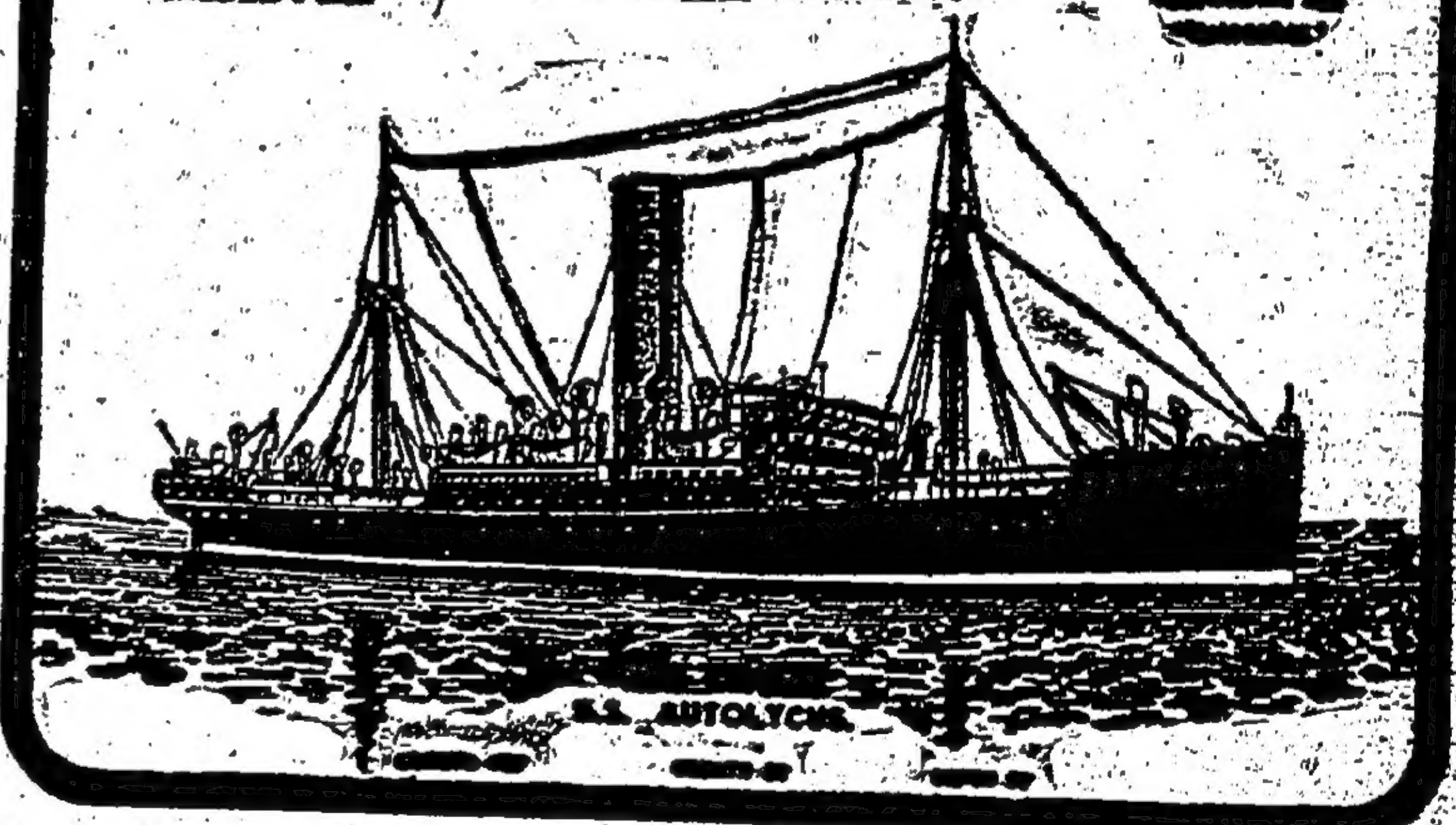
TEL. 659 & 781.



THE Taikoo Dockyard and Engineering Co. of Hongkong Ltd.

BUILDERS OF SHIPS & MACHINES

OF EVERY DESCRIPTION



CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.

THE Company's Steamship

"TAMBA MARU."

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf and Godown

Company's Godowns at Kowloon,

where each consignment will be

sorted out mark by mark and

delivery can be obtained as soon

as the Goods are landed.

Optional Goods will be carried

on unless instructions are given

to the contrary before NOON,

TO-DAY.

Goods not cleared by the 17th

May, 1919, will be subject

to rent.

Damaged packages must be left

in the Godowns for examination

by the Consignees and the Co.'s

representatives at an appointed

hour on Tuesday & Friday. All

claims must be presented within

ten days of the steamer's arrival

here, after which date they can-

not be recognized. No claims

will be admitted after the goods

have left the Godowns.

NIPPON YUSEN KAISHA

Agents.

Hongkong, 14th May, 1919.

UNCLAIMED TELEGRAMS.

The Great Northern Telegraph

Company, Ltd.

The following Unclaimed Tele-

grams are lying here:—

Sayenggiapong, fourth-story

Pingtia Central Market, from

Amoy.

Sweekee Co., Canton Road,

from Amoy.

c/o Onwuntanpan Tsuehoyoko,

from Osaka.

Yeecheong, from Kobe.

Masakata Nakano, c/o N. Y. K.

& King's Building, from Tokio.

Satahakupan, Hee Mingkee

West Camp, from Tokio.

Wingkingloo, from Kobe.

Paul Loving, Passenger Tenyo

Maru, from Yokohama.

Chahseng, from Kobe.

Ahang, from San Francisco

Yanlingloong, Central, from

Yokohama.

Chinmeisang Chungfung, from

Shanghai.

Gallop, American Consul, from

Kobe.

Hingwui, from Shanghai.

Lilycunt, No. 28, Yillain

Street, from Peking.

Eastern Extension Australia
& China Telegraph Co.

List of Unclaimed Telegrams
lying in the E. E. Telegraph
Office at Hongkong:—

Ahang, from San Francisco.

Harper, from Shanghai.

Hore Whitehouse, from Shang-

hai.

J. Voorend m.k.e/o Dutch Con-

sulate, from Sgravenesge.

Laing, from New York.

Maste, Carlton Hotel, from

Manila.

F. O'BRYEN

Superintendent

Hongkong, May 8, 1919.

TIDE TABLE.

From 12th May to 18th May

High Water

Low Water

High Water

Low Water

High Water

Low Water

High Water

Low Water

High Water

Low Water

High Water

Low Water

High Water

Low Water

TEXTILE MISSION TO CHINA.

A FORMER ENQUIRY IN THE EAST.

SOME PERTINENT REMARKS.

[Hongkong Telegraph Special.]

Reuter's Agency has informed us that representatives of all the cotton employers and of operative organisations, and also seven Chambers of Commerce in the cotton area, at a meeting in Manchester on the 8th instant, unanimously passed a resolution, urging the Government to appoint a Commission to visit India, the Dutch Indies, Straits Settlements, China, Japan and the United States or each of these countries as may be advisable to enquire into the export trade of cotton textiles from the United Kingdom to the Far East and to recommend steps for its preservation and extension. In this connection it would be appropriate to recall the findings of the Commission that was sent by the Blackburn Chamber of Commerce to China in 1896-1897. In this Report there are recorded such facts as would enable manufacturers at home to judge for themselves what should be done to bring British trade with China to a more progressive state. The bare right to import and export from the Treaty Ports was made by the establishment of the Foreign Customs service, easy and secure. There was no right before 1896 to manufacture, or, rather, the right was withheld, nor to engage in mining or planting, and the British merchant has been more and more reduced to the role of a commission agent at Hongkong and Shanghai, the Chinese, who are excellent peddlers and brokers, getting the whole internal trade into their hands. Under the present order of things, manufacturers at home can scarcely regard merchants resident in China as adequately representing their interests for all purposes, and although they can only act effectively in China through Englishmen resident here, it would seem that they should watch for themselves the course of events in China very carefully.

To everyone interested in the progress and development of our textile industry (said the Blackburn Commission) probably the question, "How far are we increasing or even maintaining our hold on this great market of the Far East?" is one of the first importance, is very pertinent and is one which ought to be met in the frankest possible manner. Nor is it of less importance to know what our exact position is as regards those opposing forces which hamper and threaten the great interests in which we are so deeply concerned. We look to gain ground and increase our business in a country whose every Province is undeveloped market, but if we find that we are far from gaining ground, or increasing our business, then it is of paramount importance that the causes for such loss shall be accurately determined. While we may comfort ourselves with the fact that in given classes of goods we have little or no competition to meet, yet it must be acknowledged that the bid which others are making for the textile trade with China is at once serious and menacing. Nay, it has gone so far, as to force a restriction on our output of certain classes of fabrics of which we once had a monopoly.

Whether we examine the texture or the variety or the general effective appearance of the piecegoods which Japan is sending into the Chinese markets, the more we are led to admire the bold bid which they are making for the custom of their neighbours. By almost imperceptible degrees, they are educating and prompting Chinese taste in matters textile with a tact that is suggestive, and are tempting the Chinese love of dress by a study of exact requirements, rather than by a speculative intrusiveness, which throws into the market a mass of something which may or may not sell. Versatile and energetic to a degree, not only are they continually introducing new qualities and varieties of goods but they are also closely imitating the older established makes of English and French goods, etc., with a certain amount of success. One recommendation that these cloth producers is that they are cheap and the Chinaman buys them simply on that account. Not content with attempting to meet the

requirements of the working Chinese, Japan is venturing to coax the more critical and exacting tastes of the wealthy by her consignments of fine silks, silk brocades, crepes (plain and figured), silk brocades and highly ornamental fabrics woven as tapestries, all of which are of a character which points to the fact that Japan is laying the foundations of a high-class trade, to accomplish which she is making the most strenuous efforts, and neglecting no detail that will help her to success.

As far back as 1896 the Blackburn Textile Commission drew the attention of Lancashire to the seriousness of Japanese competition. We quote the report: "It is no use shutting our eyes to the fact that Japan is already a competing force that must be reckoned with, and her present exports indicate the lines on which this competition is likely to move. Her present output of coarse grey cloth is comparatively of no serious amount, and if it were it would be more in competition with the products of American, Indian and Chinese looms than with our own. But the whole genius of the people and their traditions, which amount in their case to heredity, tend to thrust them to the front as producers of the higher grades of textile fabrics, and with their more general adoption of the dobby and the Jacquard to power-loom weaving we may not hope to retain to ourselves for long our monopoly of even such goods as figured lastings. There is another phase of the question which is not much noticed at present viz., that the Shanghai cotton mills in their growth will demand more and more native cotton, so that the Japanese chief source of supply will become in the future a dearer market for her to purchase in. This may ultimately drive her to make American her cotton market, which means that what is now only an active competition against English, American, India and Chinese piece-goods and yarns of low grade would then become, under such conditions, just as active a competition against the higher grades of Lancashire staples. Some of the samples we have brought home point in this direction, and so full of innate possibilities are these people, so readily do they adapt themselves to changing circumstances, that Lancashire ought not to neglect the study of such conditions as these." After twenty years Lancashire has decided to study such conditions as the Blackburn Mission pointed out!

On the question of the competing value of the labour employed, the Blackburn Mission recognised the competition of an organised body of producers with Home labour as one of the most serious that Lancashire was called upon to consider. The value of this labour is enhanced, as a competing force, by the circumstances under which it is being employed. The conditions are not equal and are in favour of the Eastern employer. As far back as 1898 the Blackburn Mission sounded a note of warning: "The sooner Lancashire people begin to realise the meaning of this, and set about to counteract it, the better it will be for employer and operative alike. For we have (1) a people physically and constitutionally capable of great endurance in following any employment however arduous; (2) a people whose temperament and disposition are suitable to their being organised into a producing body of workers incapable, as yet, of dictating terms; (3) a people having a capacity for applying themselves to any mechanical work such as is demanded from the majority of cotton operatives; (4) a people who as handicraftsmen to the manner born are readily adaptable to any kind of work where deftness of manipulation is required; (5) a people who, on account of low cost of living, are content with small wages and make no unreasonable demands. If we examine these points one by one we can come to no other conclusion but that, on the whole, their circumstances are favourable to the development of the Eastern cotton industry. Comparing the conditions now obtaining in the case, this Oriental labour and our own, there is, on the one hand, cheap, plentiful, submissive, capable labour, plus the best machinery we can give it; on the other, dear, dictating and exacting labour, plus the same machinery. Can any one call these equal conditions? We find these people working, in two shifts, 144 hours per week, and requiring nothing more than a bowl of rice or wheat cakes, to enable them to work without intermission for eleven hours."

TURNED WITCH.

AN AMAH'S REVENGE.

Imagine for a moment what the feelings of a person would be if his enemy seeks his destruction through occult means. A careful consideration of the feelings undergone by such an unfortunate person will bring a realisation of the experience suffered by Mr. A. J. d'Eca, of No. 4, Lochiel Terrace, Kowloon, at the hands of his amah. This woman found her chief enjoyment in the samshui bottle and was duly "sacked." Finding herself thrown out of her "pidgin" the amah's resentment took a definite shape in her intention to turn witch. In this capacity she performed certain mysterious rites. Mr. d'Eca was tolerant of these until they reached a frequency too great for the human mind to bear. An uncomfortable feeling rose within him, which became more and more unbearable after each night's ordeal, until he sought relief in the arrest of the woman. Mr. d'Eca would not acknowledge what were his feelings under the circumstances, saying that his resolve to arrest the woman was because he was afraid she might set fire to his house with the joss-sticks used in the rites. Inspector Gordon, however, convinced the Magistrate (Mr. Hutchison) that Mr. d'Eca dreaded the rites and that the arrest was ordered out of a measure of fear. The amah was fined \$10.

THE SHANGHAI DERBY.

MR. STEWART'S EASY WIN.

The third event at the Shanghai Races was the Derby, for which a small but select field of eight faced the starter, each of two stables having two representatives—the "Kings" and the "Birds." Mighty King (Mr. Burkill up) was made a strong favourite, and Maresfield (Mr. Stewart) was also strongly backed, while The Bulbul (Mr. Hill) did not get the support in the pari-mutuel betting that the jockey had indicated. It was an interesting race to watch throughout. Odin (Mr. Moller) made the running from the start, with the Cornrake (Mr. Crockam) and Mighty King in close attendance but in the back straight the Cornrake went into first place with Mighty King immediately behind him. After the half-mile post was passed, The Bulbul went up into third place, followed by Maresfield, the rest of the field closing up to the leaders. At the Monument, The Cornrake had shot his bolt, leaving Mighty King to take the lead round the bend with Maresfield coming up quickly into second place. In the home straight Maresfield soon asserted his superiority over Mighty King and came away in easy fashion to win by three lengths. Fighting King (Mr. Vida), in the meantime, passed the rest of the field and took third place, four lengths behind his stable companion. Midas (Mr. Heard) who had been in the rear division until the Monument was reached, made up ground very quickly from there and finished a good fourth. The Bulbul finished in fifth place.

FORMERLY OUT EAST.

Captain W. Tomkinson, C.B., who has been appointed to the command of the battle cruiser Lion was a lieutenant of the Fame during the China War of 1900. He was at the capture of the Taku Forts and the Relief of Peking, for which he holds the medal with clasp. He commanded the Lurcher in the Heligoland Fight action and shared in the work which resulted in the sinking of the German ships Mainz, Ariadne, Kohn, and several destroyers.

FEWER MARRIAGES IN AUSTRALIA.

The effect of war conditions upon the marriage rate is apparent from the quarterly summary of the Australian statistics. In 1914 the marriage rate was 8.80 per 1,000 of the mean population. In 1915 it advanced to 9.14, but fell successively to 8.21 in 1916, 6.87 in 1917, and 6.79 in 1918. The decline has been common to all the States. The birth rate has suffered proportionally, having declined from 23.05 in 1914 to 22.52 in 1918. The highest birth rate last year, 28.23, was in Queensland, and the lowest, 22.61, in Victoria.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks a.	\$580
Marine Insurances.	
Cantons a.	\$490
North China b.	\$220
Unions a.	\$1110
Yangtzes b.	\$260
Far Easterns n.	t. 25
Fire Insurances.	
China Fires n.	\$160
H. K. Fires n.	\$330
Shipping.	
Douglases b.	\$ 84
Creamboats n.	22 1/2
Irdoz (Pref.) n.	\$ 32
Indos (Def.) s.	152
Shells b.	171
Ferries n.	\$ 37
Refineries.	
Sugars b. \$158 1/2 sa.	157 1/8
Malabons n.	\$ 35
Mining.	
Kailans b.	50
Langkats b.	19
Shanghai Loans b.	t. 19
Shai Explorations n.	2 1/4
Raubis b.	42
Tronohs b.	40
Urals b.	40
Docks, Wharves, Godowns, &c.	
H.K. Wharves s.	95
K. Docks b.	\$152 1/2
Shai Docks b.	t. 128
N. Engineerings b.	t. 24
Lands, Hotels & Buildings.	
Centrals b.	\$107
H.K. Hotels n.	\$100
Land Invest. b. & sa.	\$108
H. Phreys Est. b.	\$8.10
K'loon Lands b.	\$45
L. Reclamations n.	\$175
West points b.	\$72
Cotton Mills.	
Ewos n.	t. 230
Kung Yiks n.	t. 34
Lau Kung Mows n.	t. 170
Orientalis n.	t. 91
Shai Cottons b.	t. 173
Yangtzepeos b.	t. 104
Miscellaneous.	
Green Islands sa.	\$734
China Bo. neos b.	\$1234
C. L. Bo. neos b. \$5 old b. 1.05 new	\$732
China Providents n.	\$30
Dairy Farms n.	\$78
H. K. Electrics n.	\$394
Macao Electrics n.	\$316
Ropes b.	\$76
Trams, Low Level n.	\$8
Trams, Peak, old b.	cts. 30
Trams, Peak, new b.	cts. 30
Laundries b.	\$ 34
Steel Foundries n.	\$12
U. Waterboats n.	\$136
Watsons sa.	\$ 6
Wm. Powells b.	\$116
Wiseman's b.	\$28

Hongkong, May 13, 1919.

WAR COMFORTS.

CITY HALL WORK PARTY.

During April, the City Hall Work Party received the following:—38 shirts, 293 vests, 111 pyjamas, 73 pants, 50 overalls (boys), 296 handkerchiefs, 30 food-covers, 432 fly nets, 14 scrubbers, 396 roller bandages, 954 many-tailed bandages, 78 pr. socks, 14 mufflers, 3 knitted waistcoats. The Wesleyan Church Work Party sent to be packed—48 shirts, 14 women's knickers, 12 food-covers, 38 small mops, 7 bags, 17 pair socks, 2 mufflers, 1 cholera belt.

A quantity of old clothing was also sent in, for which we tender grateful thanks.

All of the above, with consignments from the Naval Yard Work Party, "Our Little Bit Society," and the Catholic Women's League, were sent to the British Red Cross in Vladivostok.

The following letter has been received:—
Headquarters,
British Military Mission
to Siberia,
15/4/1919.

Dear Madam,
On behalf of General Knox and the British Military Mission, may I tender you sincere thanks for the 25 cases of comforts, etc. received by the "War Charger" through Ordinance, Hongkong? They have been handed over to the Canadian Red Cross for disposal up country at an early date. May I say how deeply your kindly thoughts and generous gifts are appreciated by all here?

With all good wishes,
Sincerely yours,
T. A. ROBERTSON, Major.

D. A. D. O. S.,
British Military Mission,
Mrs. Stabb,
c/o Hongkong & Shanghai Bank,
Hongkong.

TO-DAY'S ADVERTISEMENTS.

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Friday, the 23rd day of May, 1919, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from Monday, the 19th day of May to Monday, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th May, 1919.

WANTED.

WANTED.—By experienced Steno-typist (British Male) immediate position, knowledge of shipping, book-keeping and general office routine. Excellent testimonials.—Apply Box 170 c/o "Hongkong Telegraph."

WANTED.—By Lady Teacher Japanese pupils for evening class. (Conversant with Japanese Language and well known amongst Japanese community) Conversation, Business letters etc. taught by easiest methods, terms moderate.—Apply Box 171 c/o "Hongkong Telegraph."

LOST.

LOST.—On Sunday between Post Office and Quarry Bay a bunch of KEYS. Finder rewarded on returning to Box No. 169 c/o "Hongkong Telegraph."

THE BANVARD COMPANY.

ANOTHER FULL HOUSE.

The Banvard Company have accomplished the impossible, or rather what we thought was the impossible. They have actually drawn a full house on two consecutive nights in the Theatre Royal Hongkong—a thing we do not remember ever having been achieved before by a professional entertainment company on its first visit. That fact is eloquent of the popularity of the Banvard Company and also of the taste of the Hongkong public. The show goes with a sparkle and swing right through, and the manner of presenting songs, concerted items, dances and the rest is in itself sufficiently novel as to provide added interest. To-night there will be a change of programme and we have no reason to doubt that the Banvards will proceed with their record-breaking houses.

THE CORONET.

SPLENDID PROGRAMME.

The management of the Coronet Theatre, in its usual enterprising manner, screened yesterday Charles Darrell's famous melodrama "When London Sleeps," in four parts. The film version of this drama, which had been performed in almost every town in the British Isles, closely follows the story of the play and is splendidly produced. The programme of pictures yesterday was well selected, for besides "When London Sleeps" there was a Keystone comedy "The Great Vacuum Hobbler," "The Broken Train," an exciting picture, and the British Gazette, depicting the home-coming of the victors, elephants doing their bit for the Liberty Loan and Uncle Sam's troops leaving for home.

There was a good house last evening and there is every reason why the programme should contract full houses during the days it is presented.

ENTERTAINMENTS.

THEATRE ROYAL.

TO-NIGHT
(Tuesday), May 13th
and TO-MORROW NIGHT, May 14th
at 9.15 p.m.

BANVARD

AMERICAN MUSICAL COMEDY COMPANY

18 ARTISTES 18
MOSTLY GIRLS.

PRESENT

THE DREAMY, TROPICAL TREAT

"HELLO, HAWAII,"

SIXTY LAUGHS A MINUTE.

THURS.
Matinee & Night
May 15th.

FRIDAY,
May 16th &
SATURDAY,
Matinee & Night
May 17th.

"OFF TO THE FRONT."

6 PERFORMANCES 6

MATINEES:

THURSDAY, May 15th at 4.30 & SATURDAY, May 17th at 4.30 p.m.

Children Half Price.

POPULAR PRICES—\$3, \$2 & \$1.

BOOKING AT MOUTRIE'S.

Sole Agents:

THE

CONNAUGHT

MOTOR CAR

COMPANY,



Tel. No. 1913.

28, Des Voeux Rd.

Central

G.P.O. Box 444.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car

At a price within the reach of all.

A Consignment of Studebakers has just been landed.

Inspection and Enquiries are cordially Solicited.

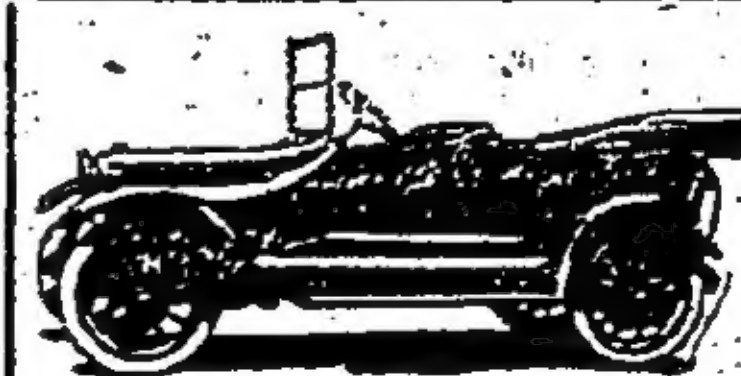
THE HONGKONG SCHOOL OF MOTORING.

APPLICATIONS FROM STUDENTS ARE NOW BEING ACCEPTED.

The SCHOOL has accommodation for 200 PUPILS, the syllabus including courses for MECHANICS and DRIVING.

SPECIAL FACILITIES are offered to persons desirous of becoming CHAUFFEURS and not at the moment having means at their disposal for their course.

Works and school-Shaukiwan. Office-4 Queen's Road Central



STAR GARAGE.

Tel No. 3017.

49, Des Voeux Road Central

HONGKONG.

New Cars on Hire & For Sale.

SUMMER REQUISITES.

Improved Talcum Powder

Lavender, Violet, Lilac, Carnation.
1 lb tins \$1.00

Victoria Prickly Heat Lotion

The only Safe and Certain Cure.

50 cts and \$1.00 per bottle.

Victoria Prickly Heat Powder

Gives immediate relief.

50 cts and \$1.00 per tin.

THE VICTORIA DISPENSARY

32, Queen's Road Central

Telephone 298

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)
ANOTHER RELIEF SHIP.

TO LEAVE SINGAPORE NEXT MONTH.

Singapore, May 12.
Another ambulance transport, the s.s. Maheno, has been allotted to the Straits. She will carry 500 passengers and leave in June.

ART EXHIBITION TO AID BLINDED SOLDIERS.

Singapore, May 12.
An exhibition of remarkable French war pictures by noted artists and also a complete set of Roemaecker's cartoons in aid of French blinded soldiers, are creating great interest.

THE JAPANESE BOYCOTT.

Shanghai, May 12.
The anti-Japan boycott is increasing and widening, numerous lines of trade being affected.

RICE CONTROL.

Singapore, May 9.
The rice regulations prohibit any movement for purchase or sale except under license. Licensees are to keep an accurate register in English of all stocks, transport and sales.Singapore, May 12.
A meeting of planters, merchants and others urged the Government completely to control all rice and introduce the ration system. The Government replied that it favoured full control and was doubtful if rationing could be supervised but would consider it.

MALAYAN ANZAC ASSOCIATION.

Singapore, May 9.
The Anzac Association of Malaya has been definitely formed with headquarters at Singapore.

ADMIRAL LINE BOATS IN TROUBLE.

Singapore, May 10.
The American auxiliary schooner Admiral Mayo was towed in the last hundred miles. She was incapacitated by engine trouble. The Admiral Sims, also from Hongkong, has been sighted.

TO-DAY'S CHINESE TELEGRAMS.

(Chinese Commercial News Service.)
THE CHINESE PARLIAMENTARY PROBLEM.

FOUR PROPOSALS NOW PUT FORWARD.

Shanghai, May 12.
The Peace Conference met together on the morning of the 10th inst. but had only an informal meeting to discuss matters generally. However, owing to the present serious state in diplomatic affairs, both Delegations felt it imperative to hasten the completion of the Peace Conference and therefore the question of Parliament must be discussed within a day or two. According to a reliable source, there are four proposals respecting the solution of this question:—First, to dissolve both Parliaments and devise means to elect another Parliament; second, both Parliaments to stop their sessions and let the Constitutional Conference, which was dissolved on 13th June in the sixth year of the Republic, resume sitting in Nanking and complete the Constitution-making, after which both Parliaments be dissolved and elect a new one according to a new Constitution; third to restore the 13th June sixth-year Parliament in Nanking, make the Constitution and elect a new President; fourth, a similar method to the third proposal, excepting that Parliament can exercise the right to reject or approve the formation of the Cabinet.

Chien Nung-fun tendered his resignation on the 8th instant and thereupon Chu Sai-chong summoned all the Cabinet Ministers to his palace, asking them to remain, adding that if they go all must go. Both Tuan Xi-sui and Wong Shi-jun decline to form a Cabinet.

No Peace Conference meeting was held yesterday, but Wong Kut-mun and Ng Ting-chong called on Tang Shao-yi to discuss the question of Parliament.

CAN WE TALK TO MARS?

CLOUDS AND RAIN
INTERFERE.

Every two years, as the earth comes closest to Mars, persistent rumours find their way to publications that the Martians are trying to signal us. Certain observers claim that at times they see flashes of light gleam out on Mars, disappearing and reappearing not unlike a telegraph code of dots and dashes.

Whether these reported flashes really are signals from intelligent creatures on another planet has not as yet been decided. When we remember that Mars at its nearest is almost half as far away as the sun, and even with the best of instruments and under the clearest skies the least object which can be seen with any certainty on its surface is sixty miles wide, it is easy to realise that any observations of bona-fide signals call for the keenest perceptions on the part of the astronomer and more than ordinary ability to distinguish between the real and the apparent.

Superficially, as Prof. Clifford Raymond points out, Mars, and the earth have much in common. Both have air, water, land, clouds, snow and vegetation. Ordinarily the weather on Mars is clear and cool and frosts at night are common even in mid summer. Judged by the standards which prevail there, damp, steaming, easy—Popular Science Magazine.

world. A person on this planet would see the earth and moon as a double planet moving about the sun much as Venus and presenting phases like the moon of Venus. When nearest Mars the earth would be a thin hair crescent, near the sun, and almost invisible.

A telescopic view of the earth would not reveal as much to the Martians as the same view of Mars reveals to us. Our globe as we know, has a region of clouds and rain along the equator, with clear weather in both tropics, alternate clear and cloudy periods in the temperate zones, and snow and storms at the poles. From Mars it would appear roughly belted, like Jupiter, with white caps at the poles and red tints along the sunset and sunrise edges. The predominating colours would be blue and white, with occasional touches of green and brown.

The telescopes such as we possess if set up on Mars, could locate cities like London, New York, and Chicago by their lights at night, although these places perhaps would hardly be visible by day. The logical way to signal the earth would be to alternately darken and light the lights of the great cities which the Martians could probably see, returning the exact signals which we see fresh from Mars. Then, if the reported lights really are intelligent signals, we should expect in the course of time, to get a response. This done, the deciphering of the messages would be comparatively easy—Popular Science Magazine.

HOW THE GERMANS WERE STOPPED.

GEN. MAURICE EXPLAINS ALLIES' STRATEGY.

Major-Gen. Sir Frederick Maurice, director of Military Operations of the British General Staff from 1915 to 1918, told the story of Marshal Foch's strategy, which stopped, then forced back the Germans, and finally brought about the armistice, before a large audience at Carnegie Hall in New York on March 24. Gen. Maurice praised the American troops, especially the Twenty-seventh Division and the 107th Infantry, the old Seventh Regiment of New York. He was introduced by Major-Gen. John F. O'Ryan, commander of the Twenty-seventh Division. Gen. Maurice said in part:

On July 14, 1918, we find the Germans at the furthest place in their advance against our lines. Three or four great bulges, or salients, as soldiers call them, had been made by various advances carried out by the Kaiser's troops. The largest of these salients was made on March 21, 1918, when forty-two German divisions flung themselves against fourteen divisions of the British Army. That army was for a time overwhelmed and driven almost to the gates of Amiens.

This offensive, victorious as it was for the Germans, was not without gain for our side. It led, first of all, to unity of command, and made Marshal Foch the leader of all the Allied forces. In the second place, it brought forth a strong appeal to America to expedite the dispatch of troops, an appeal that met with a prompt and generous response from your country, so that thereafter 300,000 Americans landed in Europe every month.

This blow was followed by another, which forced the British almost back to the Channel. Then the Germans turned on the French and rushed through to Chateau-Thierry, only forty miles from Paris. Then, after a weaker attack on the French, delivered in an effort to widen the salient, the Germans rested till the middle of June in order to prepare themselves for a final drive that was to bring a great victory to German arms, and, in their view, to end the war.

On July 15 the last German offensive started on schedule for Rheims. It fell upon Gouraud's army in an effort to get control of rail communications. The French general withdrew his troops, leaving the deserted trenches full of gas, and as the German columns advanced against his reserve positions, shelled them with heavy artillery until the formations became a mob. In this battle Gouraud held the enemy and laid the foundations of victory.

Two other attacks in the meanwhile got across the River Marne, and it fell to the Americans to stop that drive. I need not tell an American audience about Chateau-Thierry or Belleau Wood, but it was an American frontal attack on July 17 that drove the Germans back and prepared the way for the final attack which stopped the offensive.

Then came the blow on another sector, another one of those straight-arm punches. This time it was delivered by Gen. Pershing's men against the St. Mihiel sector. This sector was wiped out by the American troops, in forty-eight hours. The Germans lost 15,000 prisoners and 150 guns. This drive brought the Allies in front of Metz and threatened the Briey mineral deposits from which the Germans had been drawing quantities of supplies. Also, it widened the front on which the Allies could attack the Germans in that sector and changed the Lorraine sector. Von Ludendorff drew reserves from wherever possible, and even rushed the Kaiser to the threatened ground in a special train to try to bolster up the Teutons' defence.

In the meantime Foch was getting ready for his big kick and on September 26 there opened the first of his great battles that decided the war. It was begun by Gen. Liggett's Americans, the same troops that wiped out the St. Mihiel salient who had been secretly transferred north of Verdun on the Argonne front. Gen. Gouraud attacked simultaneously to the north of Liggett.

On September 27 Haig assaulted the German lines in front of Cambrai, and on September 28 the Belgians, French, and British attacked under King Albert's command. On September 29 the British to the north of St. Quentin and the French directly in front of the town attacked the heart of the Hindenburg line. With the British on that day went Reed's Second Corps composed of the Twenty-seventh and Thirtieth American Divisions.

MENTAL TESTS.

WOMEN AS GOOD AS MEN.

Prof. R. S. Woodworth, of the department of psychology, Columbia University, said recently that in the application of the army mental tests on a group of students, both male and female, at Columbia he had discovered that the women matched up about equally with the men. He explained the army tests were intended more for male subjects, but added that when this was taken into consideration and allowance made for it, the mental abilities of the men and the women were found to come out pretty much alike.

Tests have shown quite a percentage of mental defectives in the cases of girls in domestic service. Some very interesting data were obtained recently by tests made on the girl workers in a certain large department store. A very high percentage of these girls ranked exceedingly well and no percentage of feeble-mindedness was found at all. Girl workers employed by a certain large chain restaurant concern made nearly as good a showing as did the department store girls.

"We do know, however," said Prof. Woodworth, "that not so many girls as boys are diagnosed in the homes or in the schools as mentally deficient and sent to the clinics. This is believed to show that the male sex tended to vary more between the extremes. On the face of it, it looks as though more men than women were very able; and this has its opposite side also, namely, that this would tend to show that more men than women were very low grade. That has been called in question lately also."

"There is another possible explanation, namely, that girls are more sheltered, docile, and pleasing, as it were, than boys, and they are able therefore to get by with less mentality than boys either in school or in industry. It is certain, at any rate, that there are a large number of feeble-minded women at large in the population."

"When we come to try the tests on our college students, we find both the male and female coming out pretty nearly alike. As I recall it, the men came out a trifle better than the women, but one must bear in mind the fact that the tests had been designed for male subjects a little more particularly."

"Generally the girls come out better than the boys when they take mental tests in school, such as memory tests, those for quickness in the cancellation tests, those to denote quickness in picking out a detail or a number of details. In such cases, the average of a group of girls usually will surpass the average of a group of boys. This does not mean that the girls surpass the boys, every one of them individually surpassing every other member of the opposite sex under examination, but it would seem to mean that the middle point for the girls was a little higher than that for the boys."

"Here in Columbia we tried the army tests on a group of 100 men students and an equal number of women. I found that they came out just about even, and when we made the allowance that some of the test material favoured the men we decided that the outcome was very even."

Since the war developed these tests, which were used quite extensively on the men brought into the army through the draft, important American industries have shown much interest in them, from the standpoint that possibly these tests or similar ones could be applied to both men and women workers, to the end that more efficiency could be achieved and the individual worker could be placed to better advantage in industry through having the kind of work designated for him which he was best qualified to handle."

Officials who have assisted in evolving these tests for the army have been questioned concerning the possible application of such examinations for different industries. Much investigation has been done along this line, it is said, but while none of the industries has attempted to reduce the proposition of what might be saved by large industrial plants if means were at hand scientifically for placing the individual worker in the job to which he or she was best fitted, it is nevertheless pointed out that by installing some such process which would eliminate those mentally unfit for given work, both money and time could be saved.

The

Allen

New Series 41

A CAR FOR GENERAL SERVICE

Business as well as social needs were given careful consideration in designing and building the new Allen.

The result is a car that is ideal where maximum year-round service is demanded.

The chassis of the standard Allen 41, has been proven through use by thousands of owners. And comfort and convenience are present in big measure in this model. A rotary switch on steering column controls the entire electric system.

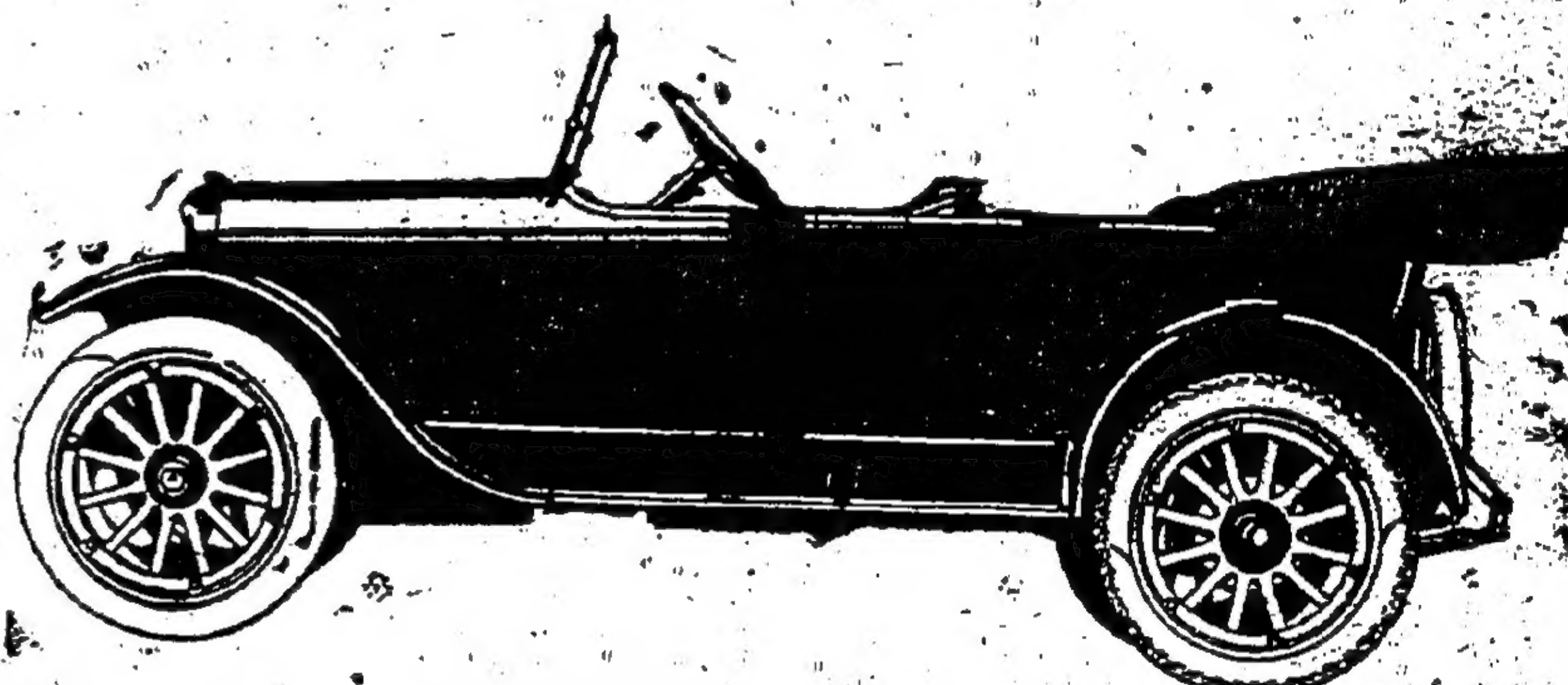
Fittings and body finish are of highest grade. The new Allen is as attractive as it is serviceable.

Many special features of this Car will interest you. Ask for a copy of the Allen Car Book, or, better still, have us demonstrate.

The supply of Allen Cars is very limited. Orders must be placed promptly if delivery is to be assured.

GERIN, DREVARD & CO.

5 PASSENGER GENERAL SERVICE CAR.



WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1919.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

Reservoir	10 ft. above	10 ft. below
Upper Reservoir	100.00	99.00
Lower Reservoir	98.00	97.00
Water in Hill District	96.00	95.00
Water in City District	94.00	93.00
Water in Hill District	92.00	91.00
Water in City District	90.00	89.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Reservoir	10 ft. above	10 ft. below
Upper Reservoir	100.00	99.00
Lower Reservoir	98.00	97.00
Water in Hill District	96.00	95.00
Water in City District	94.00	93.00
Water in Hill District	92.00	91.00
Water in City District	90.00	89.00

Consumption of water in the City and Hill Districts during the month of April.

Consumption	10 ft. above	10 ft. below
Upper Reservoir	100.00	99.00
Lower Reservoir	98.00	97.00
Water in Hill District	96.00	95.00
Water in City District	94.00	93.00
Water in Hill District	92.00	91.00
Water in City District	90.00	89.00

KOWLOON WATERWORKS LEVEL.

Reservoir	10 ft. above	10 ft. below
Upper Reservoir	100.00	99.00
Lower Reservoir	98.00	97.00
Water in Hill District	96.00	95.00
Water in City District	94.00	93.00
Water in Hill District	92.00	91.00
Water in City District	90.00	89.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Reservoir	10 ft. above	10 ft. below
Upper Reservoir	100.00	99.00
Lower Reservoir	98.00	97.00
Water in Hill District	96.00	95.00
Water in City District	94.00	93.00
Water in Hill District	92.00	91.00
Water in City District	90.00	89.00

Consumption of water in the Kowloon District during the month of April.

Consumption	10 ft. above	10 ft. below
Upper Reservoir	100.00	99.00
Lower Reservoir	98.00	97.00
Water in Hill District	96.00	95.00
Water in City District	94.00	93.00
Water in Hill District	92.00	91.00
Water in City District	90.00	89.00

W. CRATHAM, Water Authority.

Public Works Department.

MOVEMENTS OF STEAMERS.

The American Mail Line ss. JITAROF left New York for Hongkong, Manila, and Singapore on the 1st March, and may be expected to arrive at this port on the 20th May.

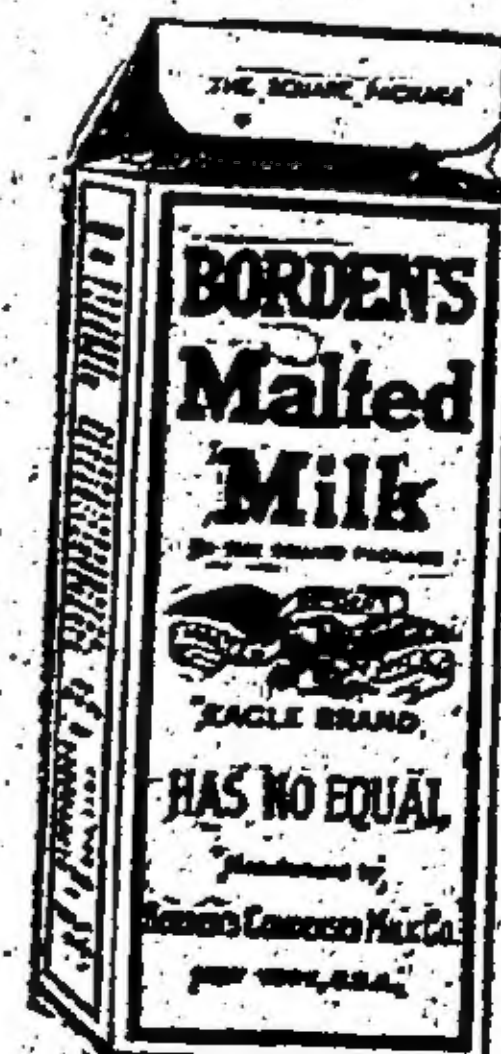
JUST ARRIVED.

PONGEE SILK SUITABLE FOR GENT'S AND LADIES' SUMMER SUITS, DRESSES, SHIRTS, BLOUSES AND UNDERWEAR. LACE AND EMBROIDERED LADIES' UNDERGARMENTS. SWATOW DRAWN WORKS, EMBROIDERIES ON SILK AND GRASS LINEN.

LACE COLLARS, AND OTHER ARTICLES, ETC. FILET LACES OF NEW PATTERNS. BEST QUALITIES, LATEST DESIGNS, MODERATE PRICES. INSPECTION CORDIALLY INVITED.

SWATOW DRAWN WORK CO., No. 14, DES VOEUX ROAD, CENTRAL. PHONE No. 286.

HOSPITAL SIZE

BORDEN'S
Malted Milk
IN THE SQUARE PACKAGENOW IN STOCK
AT
ALL LEADING DISPENSARIESTHE
BEST FOOD
FOR
BABIES
AND
INVALIDS
ASK
FOR THE
SQUARE
PACKAGE
TAKE
NO OTHER

"IT'S PURE, THAT'S SURE"

CONNELL BROS. & CO.

SOLE AGENTS

NOTICES

THE NAME INSURES QUALITY

"Golofina"

Sold in

Two Sizes

Perfectos
and
BouquetsThe Cigar with the Havana Flavour
Made from Highest Grade Jamaica Leaf.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

Do You Suffer from any
SKIN OR BLOOD DISEASE

Acne, Eczema, Scabies, Red Leg, Abscesses, Ulcers, Ganglions, Swellings, Boils, Pimples, Sores of any kind, Piles, Blood Poison, Rheumatism, Gout, etc. If you do not waste your time and money on useless lotions and ointments which cannot get below the surface of the skin, what you want, and what you must have to be permanently cured, is a medicine that will thoroughly free the blood of the poisonous matter which causes the true cause of your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by restoring it to its normal state, can be relied on to effect a complete and lasting cure.

THE TRUE VALUE OF Clarke's Blood Mixture is certified by a most remarkable collection of unimpeachable testimonials from grateful patients of all classes—patients who have been cured after being given up as incurable—patients who have been cured after trying many other treatments without success—See page 14 of our booklet.

Clarke's Blood Mixture is pleasant to take and guaranteed harmless to the most delicate constitution of either sex. Of all chemists and druggists.

REFUSE SUBSTITUTES.

**Clarke's
Blood
Mixture**
WILL CURE YOU
PERMANENTLY.

SHIPPING.

VESSELS ARRIVED.

MAY 13.

Manapouri, 1288, Br. Capt. Jones, Singapore, Moller.—Mooring.—B 7.

Pakhoi, 1228, Br. Capt. Cowan, Wuhu, B. & S.—Mooring.—C 46.

Chihli, 1148, Br. Capt. McGarity, Canton, B. & S.—Mooring.—C 16.

Sunning, 1570, Br. Capt. Benson, Shanghai, B. & S.—Mooring.—B 10.

Hsin Lee, 720, Ch. Capt. Utsagi, Weihaiwei, Tai Hong.—Mooring.—B 9.

Chofu Maru, 933, Jap. Capt. Ikeda, Bangkok, M. B. K.—Mooring.—B 11.

Ah Pit Tai, 484, Ch. Capt. Lam Ng-m, Haiphong, Chiat On.—Mooring.—C 44.

Kango, 163, Ch. Capt. Noronka, Hoikow, Shun Tai.—Mooring.—C 42.

Chik Sheng, 443, Ch. Capt. Wilka, Hoikow, Hong Lee.

Wei Shun, 966, Ch. Capt. Sheldray, Shanghai, San Pak.—Mooring.—C 14.

Chien On, 225, Ch. Capt. Jorga, Haiphong, Yick.—Mooring.—C 43.

VESSELS CLEARED.

Wei Shun for Canton

Chuen On for Hoikow

Pakhoi for Canton

Chofu Maru for Wuhu

Sunning for Canton

Chihli for Shanghai

Brisbane for Hongay

Takamag Maru No. 2 for Macao

Ah Pit Tai for Hoikow

POST OFFICE.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

Manila—Per COLOMBIA, 14th May.

Manila & Japan—Per SHINYO MARU, 15th May.

OUTWARD MAILS.

TO-MORROW.

Fort Bayard—Per CORNELIA, 14th May, 8 a.m.

Hoikow and Bangkok—Per HAIMUN, 14th May, 9 a.m.

Fort Bayard—Per WINGHANG, 14th May, 10 a.m.

Swatow & Straits—Per LINAN, 14th May, 10 a.m.

Saigon—Per FRIEDRICH, 14th May, 10 a.m.

Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Aden, Egypt & EUROPE VIA MARSEILLES—Per PAUL LECAT, 14th May, Beg. 9.45 a.m. Letters 10.30 a.m.

Japan via Kobe—Per TENSUO MARU, 14th May, 11 a.m.

Straits, Bangkok and Calcutta—Per YATSHING, 14th May, 2 p.m.

Philippine Is.—Per TAMING, 14th May, 2 p.m.

Swatow, Shanghai and North China—Per CHOYSANG, 14th May, 5 p.m.

Straits and Bangkok—Per SUN TAK, 14th May, 5 p.m.

THURSDAY, 15TH MAY.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Aden, Egypt & EUROPE VIA SUEZ—Per PAK LINE, 15th May, Beg. 1.45 p.m. Letters 2.30 p.m.

The Parcel Mail will be closed on Wednesday, 14th May, at 5 p.m.

Shanghai and North China—Per SUNNING, 15th May, 3 p.m.

Swatow and Amoy—Per VAN WAERWILCK, 15th May, 3 p.m.

FRIDAY, 16TH MAY.

Swatow, Amoy and Foochow—Per HAITAN, 16th May, 1 p.m.

SATURDAY, 17TH MAY.

Shanghai and North China—Per CHENAY, 17th May, 5 p.m.

WEATHER REPORT.

May 12, 12h. 32m.—In the continued absence of telegraphic reports from important stations, a summary of pressure distribution can be given, and no weather map will be issued.

Hongkong rainfall for the 24 hours ending at 12 a.m. to-day, 0.24 inch. Total since January 1st 1919, 10.11 inches against an average of 15.29 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

Location	Forecast
1 Hongkong to Gay, Sea.	S.E. or variable winds; cloudy, rain.
2 Farman Chai.	None.
3 South coast of China to H.K. and Lanchow.	None.
4 South coast of China to H.K. and Hainan.	None.

China Coast Meteorological Report, May 12 a.m.

Station.	Feet.	Barometer.	Temperature.	Humidity.	Winds. Dir. Force.	Weather.
Amoy	6a					
Amoy	6a					
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						
Amoy						